

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

THE SHELLEY WALSH
HILL-CLIMB

THE B.R.M. STORM

PETERBOROUGH M.C. AT
SILVERSTONE

TOMORROW AT GOODWOOD

500 c.c. RACING AT
BRANDS HATCH

John Bolster—Russell Lowry
Geoffrey Deason

Vol. 3. No. 13.
September 28, 1951



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2nd driven by T. C. Wise at 68.59 m.p.h.

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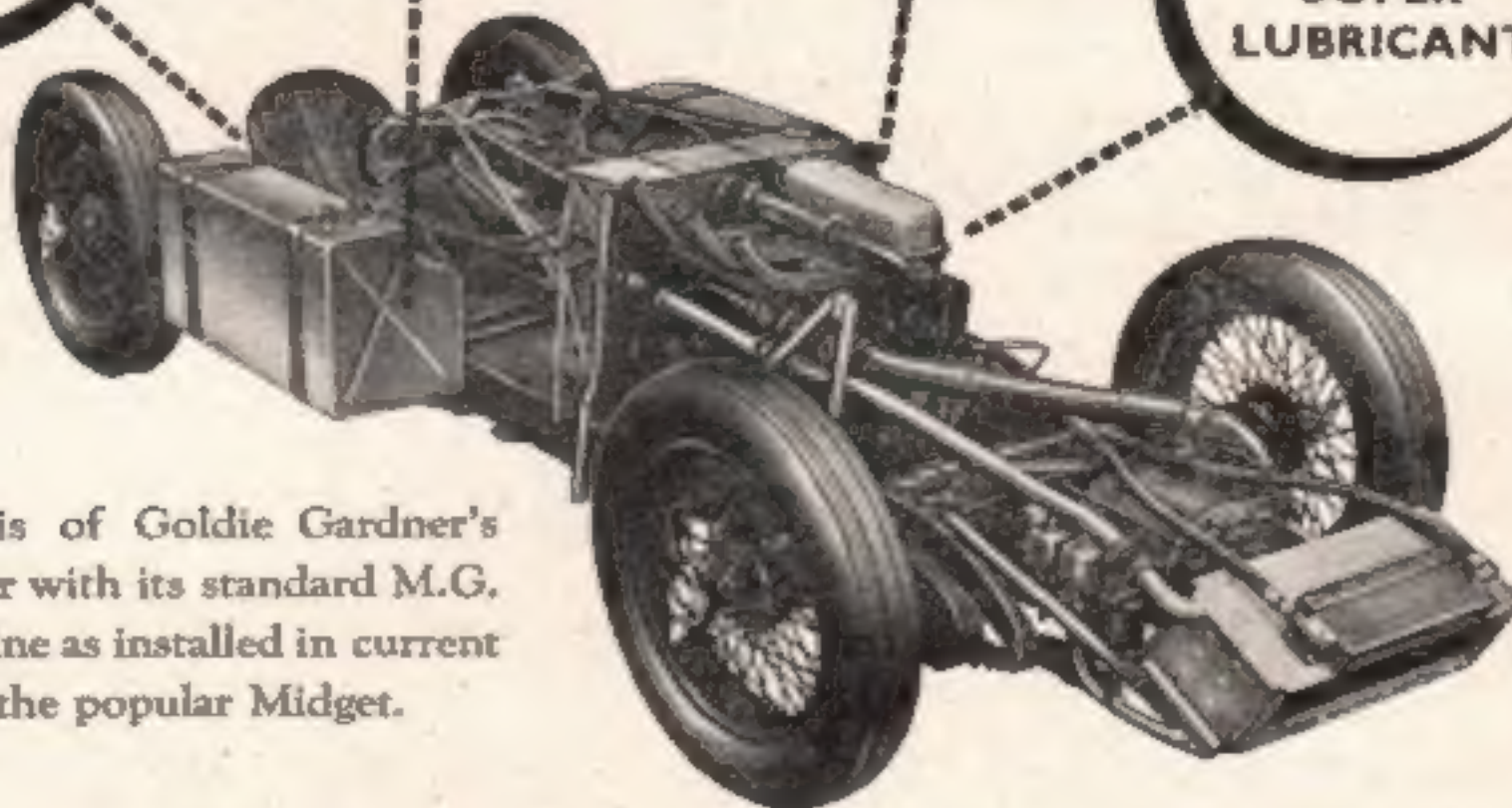
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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 13.

September 28, 1951

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NOTICES

Published every Friday by AUTOSPORT,
32 Great Windmill Street, London, W.1.
Tel. GERard 3193

Business Manager: JOHN S. CAMPBELL

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

Direct from the Publishers or all Newsagents

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EDITORIAL

THERE are two very strong claimants for places in a possible B.R.M. team. Many people cannot understand why Tony Rolt has not been approached before, as this very experienced driver has everything that goes to make a Grand Prix pilot. To watch Rolt handle a car is to appreciate the finer points of driving. He knows all the "tricks" of very fast motoring, and as other drivers will admit, Tony Rolt is one of the safest of all men with whom to go racing. His record lap at Dundrod with the XK 120C Jaguar was a brilliant achievement and demonstrated what he can do given a machine to match his virtuosity.

Ken Wharton must also be considered. This very determined young man from Smethwick is probably the most versatile competition driver in the world. He is acknowledged to be a hill-climbing exponent *par excellence*, and on his comparatively few appearances on a circuit, has shown a natural grasp of what is required to win races. Obviously his next step is full-scale Grand Prix racing, and he should be marked down now for an early trial in a B.R.M.

B.R.M. may have done well to allow a few Continental drivers to try out the car, and pass on criticisms which may, or may not, be invaluable for the future. Nevertheless, when the concern goes motor-racing in the proper way, the team should be formed from British drivers who are now proving their worth. The list gets longer: Reg Parnell, Stirling Moss, Peter Walker, Peter Whitehead, Bob Gerard, Leslie Johnson, Brian Shawe-Taylor, Lance Macklin, George Abecassis, Tony Rolt, Ken Wharton—all have accomplished something. There is no lack of talent here, and although the majority cannot be said to have the G.P. experience of a Bira, they have shown time and time again that they have what it takes to become thoroughly competent drivers.

The Formula 2 grounding of Moss, Macklin and Abecassis surely forms a sound basis for the *grandes épreuves*, and Whitehead's actual Formula 1 experience is only matched by Reg Parnell himself. Abecassis, for instance, has taken part in many Formula 1 races with Alta, E.R.A. and Maserati, and is regarded by Continental experts as one of Britain's outstanding drivers.

There are also several up-and-coming young men in Formula 3, a class of racing which is an ideal nursery for future Grand Prix pilots. It is to be hoped that B.R.M. "spies" will attend 500 c.c. events and keep a sharp look-out for another Stirling Moss.

OUR COVER PICTURE

SPEED IN SCOTLAND: Pat Prosser aims his Mark V Cooper for the chicane at Bo'ness during a Scottish S.C.C. meeting. He broke the 500 c.c. record for the hill, but lost it later in the day to Ken Wharton driving the same car.

Pit and Paddock

JOHN BOLSTER and **George Phillips** will visit the Paris Salon. Their story and pictures will appear in our 12th October issue.

WE must call a halt sometime; readers should note that no further orders for binding Vol. 2 of **AUTOSPORT** can be accepted after 8th October, 1951.

ALBERT HOTEL, Kingston, will continue to be a popular meeting place for motor-racing-minded folk. **Ida Winterbottom** will do all she can to act as "Mine Host" just as **Eric** did for so many years.

MOSS PLAYS GONZALEZ: *Daily Express* heading on 13th September did not refer to motor-racing, but to an indoor professional lawn tennis match, in which two of the protagonists were named **Moss** and **Gonzalez**.

AUTOSPORT has decided to award prizes in the £200 British Drivers' 500 c.c. Championship to the first six in the completed table, other than the winners of the two major awards. The form these will take will be announced later.

RUDOLF FISCHER (Ferrari) won the Langnau-Albis hill-climb last Sunday. Runner-up was **Hans Stuck** (A.F.M.) and **Willi Daetwyler** (Alfa Romeo) was third. Fourth man was **Ferdinand Aubert** (Cooper-J.A.P.), who finished ahead of **Toni Ulmen's** single-seater *Veritas*.

HALF-LITRE Club's magazine, *"Iota"*, grumbles that the existence of "so-called championships" has caused top-liners to invade smaller club meetings in search of points, thus preventing lesser men from registering successes. It does not state whether or not the organizers of these meetings object to the presence of star names in their programmes, as well as heavily subscribed entry lists.

R. C. A. SMITH has agreed to become assistant secretary of the Half-Litre Club.

KEN WHARTON'S mysterious tube (cover, 14th September) was merely a device to ensure pressurization of the fuel tank.

STIRLING MOSS is reported to have accepted an invitation to co-drive with **Julian Jane** in November's London-Brighton Veteran Car Run.

BUGATTI will exhibit two examples of their newest edition of the 3.3-litre 8-cylinder Type 57 with revised suspension at the Paris Salon (4th-14th October).

STEAM beat petrol in the Chicago-New York race between septuagenarians **Jack Brause** on a Stanley steamer, and gallant loser **Rube de Launty** with a Stoddard-Dayton "gas" job.

LORD CHARNWOOD, veteran car enthusiast, has acquired a really rare example of the marque *Delage*. As the Hon. **John Benson**, he was responsible for the design of the 8-valve, twin-o.h.c. *Aston Martin* engine in the middle twenties.

BARCELONA will decide the 1951 World's Championship. Present position is **Fangio** (28), **Ascari** (25), **Gonzalez** (21), **Farina** (18), **Villoresi** (18), **Taruffi** (10), **Parnell** (5), **Bonetto** (5) and **Fagioli** (4). Marking is 1st 8 points, 2nd 6, 3rd 4, 4th 3, 5th 2, and 1 to the driver who puts up fastest lap.

CAPTION-WRITER in the *Sunday Dispatch* (Irish Edition) is to be congratulated on a super-boner in the issue dated 16th September. Under a picture of a couple of *XK 120C* *Jaguars* was . . . "Stirling Moss (right), who broke the lap record on the third lap, leading Police Constable **D. Walker** past the pits during yesterday's race (T.T.)."

REPORTED that new *Panhard-D.B.* "500" engine with twin-o.h.c. heads (*Benelli*) gives over 45 b.h.p. Incidentally the new "850" *Panhard*, the prototype of which was run at Le Mans by **Rene Bonnet** and **Elie Bayol**, will shortly be available on production cars. Gives 40 b.h.p. in touring trim. The sprint "750" produces 38 b.h.p., and has twin-choke carburetter and special camshaft designed by *Deutsch*, the "D" of *D.B.*

AUTOSPORT £200 CHAMPIONSHIP

Positions as at 25th September, 1951

	Name	Car	Pts.
1.	Eric Brandon	Cooper	57
2.	Alan Brown	Cooper	45
3.	Peter Collins	J.B.S.	33
4.	Jack Moor	Wasp*	27
5.	Curly Dryden	J.B.S.	26
6.	Don Gray	Cooper	24
7.	C. D. Headland	Cooper	23
8.	Don Parker	J.B.S.	21
	Ken Carter	Cooper	21
9.	Les Leston	J.B.S.	15
10.	Mick Beardshaw	Cooper	13
	H. L. Williams	Emeryson	13
11.	Bill Whitehouse	Cooper	12
12.	John Cooper	Cooper	10
13.	Ken Wharton	Cooper	9
	Alan Rogers	Cooper	9
14.	Bob Gerard	Cooper	8
	Ken Gregory	Kieft	8
	W. Webb	Cooper	8
15.	Ken Smith	Smith*	7
16.	Clive Lones	Iota	6
	Comish Hunter	J.P.	6
	J. K. A. Brise	Cooper	6
17.	Norman Pugh	Cooper	5
	Jack Reece	Cooper	5
	Alan Moore	J.B.S.	5
	D. F. Annable	Cooper	5
18.	D. A. Clarke	Cooper	4
	Austen May	Cooper	4
19.	A. D. Gill	Cooper	3
	Paul Emery	Emeryson	3
	Ray Merrick	Cooper	3
20.	Ken Watkins	Emeryson	2
	W. L. Grose	Grose*	2
	Spike Rhiando	Flather*	2
	Alan Rippon	Cooper	2
	J. L. Rowbotham	J.L.R.*	2
	B. A. M. Gilbert	Cooper	2
	Tom Leigh	Cooper	2
	L. Lewis-Evans	Cooper	2
	A. J. Nurse	Cooper	2
	Peter Braid	Cooper	2
	Jack Westcott	J.B.S.	2
	T. J. Clarke	Iota	2
	George Wicken	Cooper-J.A.P.	2
	N. J. Gray	Cooper-J.A.P.	2
	F. Hobart-Smith	J.B.S.-J.A.P.	2
21.	Basil de Lissa	Parker*	1
	Donald Beauman	Cooper	1

*Qualifies for non-series-built car award.

September 28, 1951

RECORD-HOLDER: Ken Wharton taking the shortest possible way round the Esses with Peter Bell's 2-litre E.R.A. to record second B.T.D. Earlier he broke his own hill record, driving his supercharged Cooper-J.A.P.

BRITISH Hill-Climb Champion Ken Wharton rounded off a remarkable season of successes by shattering his own Shelsley record with his supercharged Cooper-J.A.P. by returning 36.62 secs., and thus regaining for the cars the honour of the fastest ever climb of Shelsley, formerly held by George Brown, and his Vincent motor-cycle "Gungha Din", with 37.13 secs. Further to emphasize his virtuosity in speed hill-climbing, Wharton cracked the 500 c.c. record with the Stirling Moss Kieft-Norton (40.80 secs.), and established new figures in the 1,501-3,000 c.c. category of 37.01 secs., with Peter Bell's 2-litre E.R.A.

The champion's chief challenger, Dennis Poore (Alfa Romeo), failed on his first run owing to a gear jumping out. On his second attempt, he took Kennel Bend rather too fast, and spent most of the climb keeping his car on the road. His 37.55 secs. was third best of the day. To Poore goes the honour of being the first driver ever to break 37 secs. at



WHARTON THE SHELSLEY WIZARD

Smethwick Driver Breaks Hill Record and Establishes Three New Class Figures—36.62 Seconds With Cooper Regains Fastest Ever for Cars from George Brown's Vincent Motor-cycle—Archie Butterworth's Distressing Accident—Tony Crook (Frazer-Nash) Breaks Production Car Record

Shelsley, for he accomplished 36.92 secs. during a practice run on Friday.

Tony Crook (Frazer-Nash) shot down the production car record formerly held by Donald Pitt (Frazer-Nash)—43.91 secs.—to 41.46 secs. Next best was Sid Allard (Allard-Cadillac), with 41.60 secs.

Undoubtedly one of the biggest-ever Shelsley crowds was drawn by the prospect of fierce competition between cars and motor-cycles for the out-and-out course record. Unfortunately, Les Graham's supercharged Vincent failed to materialize, and George Brown's record-holding unblown Vincent did not go quite so quickly as when he established his 37.13 secs. in 1949.

Serious accidents are rare at Shelsley, and it was all the more regrettable that popular Archie Butterworth was involved in a crash with his four-wheel-driven A.J.B. just past the Crossing Bend, and was taken to hospital with severe injuries.

AFTER Peter Walker had officially opened the Midland A.C.'s International Hill-Climb, the half-litre brigade was let loose. First away was Clive Lones in his scalded Iota, the Tiger Kitten. Treating Kennel Bend with the disrespect of countless Shelsley climbs, the veteran rocketed through Crossing Bend at a fantastic pace, and as the crackle of his superbly-tuned J.A.P. motor echoed through the trees, the crowd was still on its feet. Came

commentator Findon's voice, "41.87 secs.—a new class record!"

Peter Collins (J.B.S.-Norton) was less spectacular (42.05), and Austen May's effort with his Cooper brought an excellent 42.31. Burgoyne (Cooper) was badly placed for the Esses (43.92), and Clarke's Iota sounded wuffly (45.69). Poor Akehurst had the throttle of his Cooper jam wide open into the Esses, and he shot straight up the bank and overturned; fortunately he escaped with bruises and a shaking. C. G. Arengo's red Arengo displayed remarkable road-holding, which was a good thing owing to his velocity through Kennel Bend (43.71). Jack Moor (Wasp-Norton) was almost as spectacular as Lones, and was only 00.02 secs. slower than the record-holder. However, that record wasn't to stand for long. Ken Wharton streaked up the hill with the Kieft in 41.05 secs. Alan Rogers (Cooper-Norton) started off as if he was going to lower the hill record, (continued overleaf)

ESSENCE of speed, as demonstrated by Tony Crook in this George Phillips picture of the Frazer-Nash breaking the production car record for Shelsley Walsh.



Shelsley—continued.

but lost some horses in the Esses (43.03). Rupert Instone's f.w.d., B.S.A.-powered Mezzolitre conked out.

Cecil Heath (Cooper-J.A.P.) opened the 501-1,100 c.c. section with a resounding 40.87 secs. Joy Cooke managed to arrive with a hastily-prepared Kieft-J.A.P.—and it certainly looked it!—a few minutes before her start. No doubt the rush upset her, for 50.81 secs. was extremely slow for the holder of the Ladies' Record. Alan Southon shimmed his way up in Peter Vaughan's venerable Becke Powerplus in 46.67, and Randal's Cooper stuttered and banged to the tune of over a minute. Bradnack's blown Cooper-J.A.P. was conducted very rapidly, and although the burly Bertie had a difficult job sorting out his various gears owing to a fractured link, his time was 40.24—fastest yet.

Wharton's record-breaking climb was greeted with astonishment. When the P.A. announced a new class record of 36.62 secs., it took some time before the commentators and the crowd realized that this was also a new Shelsley course record. Then everyone began gabbling at once. Down at the start, Raymond Mays (spectating for once), Dennis Poore, Sid Allard, Reg Parnell, George Abecassis and other noted drivers were more than dumbfounded. There was a hush when the new figures were repeated over the loud-speakers. It sank in finally that Ken Wharton had broken the hill record by no less than 0.65 secs. The class was concluded with a 42.00 secs., by Arango in the twin-cylinder car.

Peter Collins (Cooper-J.A.P.) won the poorly-supported 1,101-1,500 c.c. category with 38.70 secs., his rival Ray Merrick, in the Cooper-Nor-J.A.P. returning 40.13. Threlfall performed creditably in the Lester-M.G. two-seater with 48.93.

David Pritchard's Meadows-engined car defeated four other contenders in an

all-H.R.G., 1,101-1,500 c.c. production car class. His 50.56 secs. was a new class record, and might have been even quicker if a door hadn't swung open in the Esses. Nancy Mitchell returned an excellent 51.97 on her first run.

Sir Clive Edwards made 46.81 secs., in his Leaf-powered H.R.G. to haul the 1,501-3,000 c.c. racing class. He was followed by Ian Sievweight's veteran 2-litre Bugatti (45.46), then J. B. Norris and his trim 2-litre Alta got down to 41.04. The old Vauxhall Villiers sounded magnificent, but Tony Brooke suffered misfiring half-way up—55.65. A. S. Raven's vintage 3-litre Bugatti was good with 46.57, but Rivers Fletcher's immaculate 2-litre Bug. lost a couple of cylinders on the way up (48.45). Basil Davenport accomplished yet another miracle climb with the 2-litre, twin-cylinder G.N.-Spider, losing perhaps a second owing to a vicious slide into the Esses. Ken Wharton, this time in Peter Bell's 2-litre E.R.A., managed to pull down Raymond Mays' class record with

a magnificent 37.49, taking almost the same line as the Master invariably took. Undoubtedly the improvements to the surface at the start has made getaway more satisfying for the pilots of more urgeful machinery. This class was rounded off with a neat 42.34 by Peter Stubberfield in his inevitable 2.3 Bugatti.

W. Steele's Plus Four Morgan was disappointingly slow in the production car category (1,501-3,000 c.c.) with 55.19. Next man up was David Clarke (Frazer-Nash) with a workmanlike 46.98. Peter Morgan (Morgan) seemed to change up rather early after the start, but even so recorded 49.14. Venn's Silverstone Healey was slow with 50.51, but Jack Newton (Frazer-Nash) broke the production car record with a fine 43.18. This stood for just a matter of minutes, however. Tony Crook, in his perfectly turned-out maroon Frazer-Nash, spanked round the bends to the tune of 41.64. Crook is easily one of the most improved of our modern school of racing drivers, and his hill-climb style is reminiscent of that of the never-to-be-forgotten A. P. F. Fane. Roy Salvadori, looking completely recovered from his Silverstone crash, conducted his blue Frazer-Nash up in 45.07, and George Abecassis gave a thrilling display with his DB2 Aston Martin saloon (44.22), making everyone wish that this magnificent driver could have a go at the hill with a potential record-breaker. Last man up was Reg Parnell (DB2 Aston), who gave a faultless display despite a rather halting getaway (45.80).

W. Goodwin's supercharged 4.3-litre Alvis-powered special was first away in the over 3,000 c.c. racing class (43.08). He was followed by A. T. Norton and



EVERGREEN: Basil Davenport and G. N.-Spider in the Esses. The veteran not only made his best ever climb, but was fastest Shelsley specialist.



his Mercury-engined Mephistophel-thingummyjig, who did a praiseworthy 46.57. Sid Allard (Steyr-Allard) made an astonishing getaway, and took the four-wheel-driver up in 38.45. Dennis Poore (Alfa Romeo) began as if a new record was in the bag, but a gear jumped out of Kennel Bend and that was that. Disaster overtook Archie Butterworth just beyond the Kennel Bend. The A.J.B. made one of its familiar rocket-like starts, and shot through Kennel Bend at a great pace. It is feared that Archie attempted Crossing Bend too fast, for the car got out of control, hit the bank and knocked off the offside rear wheel. To the horror of the packed Crossing stand, the A.J.B. somersaulted over the bank on the prohibited area side, the unfortunate driver being catapulted out.

One must give full marks to commentator Murray Austin, who, seeing the whole incident, refrained from referring to it until later on in the programme, for fear of alarming the driver's relatives and friends.

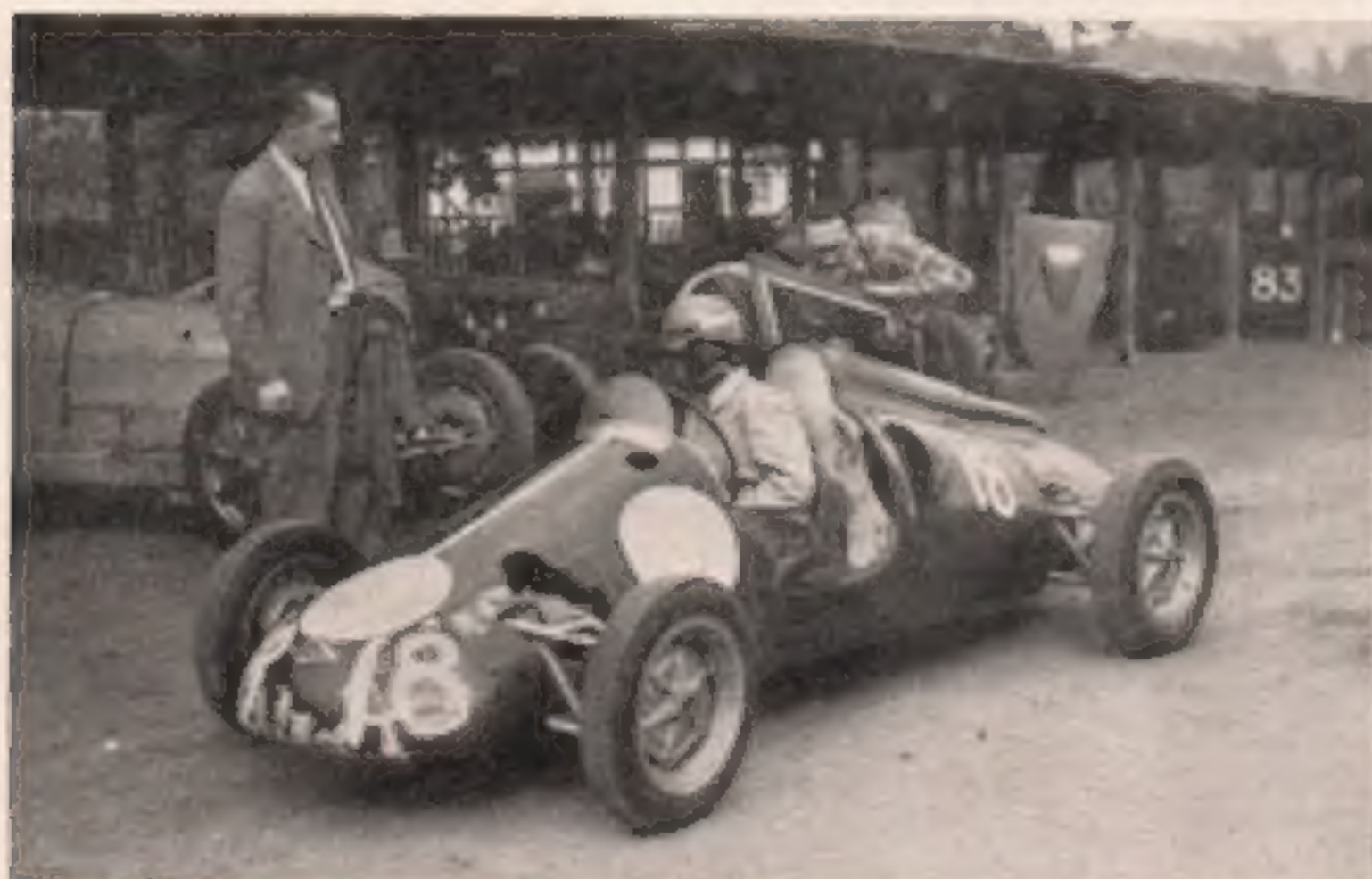


The final car class was for production cars over 3-litres, a straight Allard versus Jaguar contest, in which the lighter Allards proved much superior to the Coventry cars. Peter Collins (Allard-Cadillac) kicked off with 44.91 and following him came Godfrey Imhof (Allard-Cadillac) who broke Peter Walker's existing class record with 43.64. Sid Allard (Allard-Cadillac), not only lowered this once again, but took Crook's newly-established production car record with 41.60. Best of the Jaguar drivers was E. P. Scragg with 44.42.

Second runs were productive of more excitement. Lones cut his time to 41.45 in the 500 c.c. class, but Wharton went even faster than before to record another

TWO-WHEELS: (Left) George Brown, ex-holder of the out-and-out hill record, heels over his big twin Vincent, Gungha Din.

THREE-WHEELS: (Below) C. G. Arengo's Arengo-J.A.P. lifts its nearside front wheel in Crossing Bend.



class record of 40.80. Every driver in this category improved on his first run times, with the exception of A. J. Nurse (Cooper-J.A.P.), and Jack Moor (Wasp) who missed a gear change. All improved in the 501-1,100 c.c. class, excepting Bertie Bradnack, who motored a few yards, and then turned sharp left into the paddock slip road. Wharton was apparently content to let his new hill record stand.

Pete Collins did an identical time of 38.70 in the 1,101-1,500 c.c. section, whilst Pritchard's first run was not beaten in the production car class. In the 1,501-3,000 c.c. racing category, Wharton (E.R.A.) made one of the most perfect getaways ever seen at Shelsley, and returned a shattering 37.01. The production car class saw Crook regain the

(continued overleaf)

LAST-MINUTE: Doug Lawton gives a hand in looking over Jay Cooke's Ladies' Record-holding Kieft, which only just arrived in time to take part in the event.



BUSMAN'S HOLIDAY: Raymond Mays casts aside B.R.M. cares for a few minutes to autograph copies of his book "Split Seconds" at Stoneham's famous mobile Rolls-Royce bookstall located near the competitors' entrance at Shelsley.

Shelsley—continued.

record with a fine 41.46, and Salvadori improved his figures to 43.85.

Dennis Poore tried very hard to get under record figures, using every possible inch of the road on the way up. In one of the most spectacular climbs ever accomplished by the 1950 Hill-Climb Champion, his reward was 37.55. In the production section, Sid Allard failed to regain the record from Crook.

The motor-cycle boys gave of their best, but there appeared to be an absence of specially-prepared hill-climb machines. Even George Brown's "Gungha Din" was not up to its usual form, and indeed packed up on him on his second run. One could not help noticing, however, the sheer artistry of Les Graham (348 Velocette), and the inspired riding of D. Bennett (499 Norton). Naturally the sidecar lads received the biggest hand, and the crowd left still wondering how their acrobatic passengers ever manage to walk unaided between events.

RESULTS

Best Time of the Day: Ken Wharton (996 Cooper-J.A.P. S), 36.62 secs. (New Shelsley Record.)

Runner-up: Ken Wharton (1980 E.R.A. S), 37.01 secs. (New Class Record.)

Third: Dennis Poore (3,800 Alfa Romeo S), 37.55 secs.

Production Cars: Anthony Crook (1,971 Frazer-Nash), 41.46 secs. (New Production Car Record.)

Fray Team Challenge Cup: 1, M.A.C. Cars, Ken Wharton (Cooper), Dennis Poore (Alfa Romeo), Sid Allard (4,500 Steyr-Allard), aggregate, 112.62 secs.

B.M.R.C. Motor-cycles, George Brown (998 Vincent), Les Graham (348 Velocette), W. Ryan (498 W.R. Special), 119.72.

Production Car Teams: 1, Allard (Peter Collins, Godfrey Imhof, Sid Allard), 128.32 secs. 2, Frazer-Nash (Jack Newton, Anthony Crook, Roy Salvadori), 128.49. 3, Jaguar XK 120 (Bertie Bradnack, Cecil Heath, D. O'M Taylor), 143.33.

Hailing Car Teams: Sid Allard (4,500 Steyr-Allard), Peter Collins (1,260 Cooper-J.A.P.), Dennis Poore (3,800 Alfa Romeo S), 114.70 secs.

Fastest Shelsley Special: Basil Davenport (2,001 G.N.-Spider), 41.29 secs.

Fastest Non-Supercharged Car: Sid Allard (4,500 Steyr-Allard), 38.45 secs.

Best Time of the Day (Motor-cycles): George Brown (998 Vincent), 38.15 secs.

CLASS RESULTS AND ALL COMPETITORS' TIMES

RACING CARS

Up to 500 c.c.: 1, Ken Wharton (499 Kieft-Norton), 40.80 secs. (New Class Record). 2, Clive Lones (494 Tiger Kitten-J.A.P.), 41.45. Peter Collins (J.B.S.-Norton), 42.05. C. A. N. May (Cooper-J.A.P.), 42.09. J. W. Borgoyne (Cooper-J.A.P.), 43.21. T. J. Clarke (Iota-J.A.P.), 44.33. C. G. Arango (Arango-J.A.P.), 42.06. A. J. Nurse (Cooper-J.A.P.), 46.03. Jack Moor (Wasp-Norton), 41.89. Alan Rogers (Cooper-Norton), 42.85. Rupert Instone (Mezzolitre-B.S.A.), 46.06.

501-1,100 c.c.: 1, Bertie Bradnack (996 Cooper-J.A.P. S), 40.34 secs. 2, Cecil Heath (1,097 Cooper-J.A.P.), 40.50. Mrs. Joy Cooke (1,096 Kieft-J.A.P.), 46.34. Alan Southon (1,097 Beke-Powerplus S), 46.49. C. N. Randal (998 Cooper-J.A.P.), 42.83. C. G. Arango (998 Arango-J.A.P.), 41.18. Ken Wharton (996 Cooper-J.A.P. S), 36.62 (New Hill and Class Record).

1,101-1,500 c.c.: 1, Peter Collins (1,260 Cooper-J.A.P.), 38.70 secs. 2, Ray Merrick (1,132 Cooper-Nor-J.A.P.), 40.13. R. J. Threlfall (1,467 Lester-M.G.), 47.44.

1,501-3,000 c.c.: 1, J. B. Norris (1,970 Alfa Special S), 40.95 secs. 2, Basil Davenport (2,001 G.N.-Spider), 41.29. Sir Clive Edwards (1,767 H.R.G.), 44.39. Ian Stevewright (1,990 Bugatti S), 42.21. Anthony Brook (2,996 Vauxhall Viltiers S), 55.65. A. S. Raven (2,992 Bugatti), 45.01. A. F. Rivers Fletcher (1,990 Bugatti), 47.02. Peter Stubberfield (2,261 Bugatti S), 42.34. Ken Wharton (1,996 E.R.A. S), 37.01 (New Class Record).

Over 3,000 c.c.: 1, Sid Allard (4,500 Steyr-Allard), 38.45 secs. 2, W. Goodwin (4,387 Goodwin S), 43.00. A. T. Norton (3,626 Mephistopheles), 46.57. Dennis Poore (3,800 Alfa Romeo S), 37.55.

PRODUCTION CARS

1,101-1,500 c.c.: 1, David Pritchard (1,496 H.R.G.), 50.56 secs. (New Class Record). 2, Mrs. Nancy Mitchell (1,496 H.R.G.), 51.80. John Brown (1,496 H.R.G.), 53.88. G. A. Lewis (1,496 H.R.G.), 51.45. Jack Scott (1,496 H.R.G.), 51.75.

1,501-3,000 c.c.: 1, Anthony Crook (1,971 Frazer-Nash), 41.46 secs. (New Class and Production Car Record). W. D. Steel (2,088 Morgan), 53.51. David Clarke (1,971 Frazer-Nash), 45.11. Peter Morgan (2,088 Morgan), 48.98. J. Venn (2,443 Healey), 50.08. Jack Newton (1,971 Frazer-Nash), 43.18. Roy Salvadori (1,971 Frazer-Nash), 41.85. George Abecassis (2,580 Aston Martin), 44.15. Reg Parnell (2,580 Aston Martin), 44.95.

Over 3,000 c.c.: 1, Sid Allard (4,520 Allard-Cadillac), 41.60 secs. (New Class Record). Peter Collins (4,520 Allard-Cadillac), 43.42. Godfrey Imhof (4,520 Allard-Cadillac), 43.30. Bertie Bradnack (3,442 Jaguar), 52.32. Cecil Heath (3,442 Jaguar), 45.41. D. O'M. Taylor (3,442 Jaguar), 45.60. N. Hewitt (4,375 Allard), 45.02. Godfrey Mansell (3,442 Jaguar), 46.59. E. P. Scragg (3,442 Jaguar), 44.59.

MOTOR-CYCLES

348-350 c.c.: 1, D. E. Bennett (Norton), 40.64. 2, R. Tolley (Royal Enfield-J.A.P.), 41.08. F. A. Norris (Velocette), 47.40. M. C. Tomkinson (Velocette), 43.40. P. J. Simpson (Triumph), 46.66. J. Boulter (Douglas), 48.92. Les Graham (Velocette), 42.07.

351-500 c.c.: 1, R. Tolley (Royal Enfield-J.A.P.), 40.11. 2, Bill Boddice (Cariell), 41.39. F. A. Norris (Norton), 47.15. J. Walker (Walker-J.A.P.), 44.17. W. Nicholson (B.S.A.), 42.60. A. J. Barham (Triumph), 44.16. D. E. Bennett (Norton), 38.65 (Second B.T.D.). W. Ryan (W.R. Special), 39.50 (Third B.T.D.).

501-1,000 c.c.: 1, R. Truiche (998 Vincent), 40.94. C. P. Sisk (646 Earles-B.S.A.), 42.07. George Brown (998 Vincent), 38.15 (B.T.D.).

Sidecars: 1, P. V. Harris (Norton), 42.65. 2, Bill Boddice (Norton), 45.32. L. W. Taylor (Norton), 47.00. Cyril Smith (Norton Watsonian), 45.45.

GOODWOOD RECORDS DAY

REGULATIONS and entry forms are now available for the novel speed event to be organized at Goodwood by the B.A.R.C. on Saturday, 20th October.

Drivers are being invited to attack flying lap records at Goodwood with all types and sizes of cars, ranging from "500s" to 5-litres, there being a total of 12 categories.

The record attempts will start at 10.30 a.m., and the public will be admitted at the normal Goodwood admission charge, e.g., 7s. to all public enclosures.

The club are preparing several other novel items in the day's programme, and the fixture coincides with the Motor Show in London (17th-27th October), providing an opportunity for many visitors to the show to visit Goodwood for this final speed gathering of the year.

SINGER S.O.S.

THE Hon. Sec. of the Singer Owners' Club would be grateful to hear of anyone who would be prepared to lend films for club showing. Particularly appreciated would be any records of Singers at Le Mans or the T.T.

SPORTS—NEWS

Wally Waring's Win in "Knott"

Dellow Driver's Clear-cut Victory in West Hants and Dorset C.C. "Feet and Inches" Trial

THE West Hants and Dorset C.C.'s annual Knott Cup Trial was run off on 23rd September, and attracted an entry of 43, of which only G. S. Edwards (Edford) and B. Watteridge (Peasmarsh) failed to report to the scrutineers. Arthur Mallock reported O.K., but his car was not considered to comply fully with the regulations, and he was not permitted to start.

Once more the successful feet and inches method of marking was used. This consists of penalizing each competitor in feet and inches the distance not climbed on observed sections, and is altogether a more satisfactory way of deciding a trial than with special tests, particularly when several fairly difficult sections are introduced.

Wally Waring (Dellow) easily made best performance, with a total penalization of 169 ft. 1 in. His nearest rival was Godfrey Imhof (Imhof) with 226 ft. 1 in. The course, which included Shermans Delight, Heartbreak, Zig-Zag, the Dipper, Gallows and Heather sections, appeared to favour the smaller cars, as the best performer

with a big 'un, Ken Burgess (4,000 Allard S.), finished with a debit of 632 ft. 3 ins.

Other excellent performances were returned by Ron Faulkner (Paul)—237 ft. 11 ins., and A. W. Lilley (Clegg)—273 ft. 6 ins.

Full results are as follow:—

Knott Cup: Wally Waring (1,196 Dellow S.), 169 ft. 1 in.

Visitors' Cup: Godfrey Imhof (1,250 Imhof S.), 226 ft. 1 in.

Ship Cup: Ken Burgess (4,000 Allard S.), 632 ft. 3 ins.

Class 1 Cup: Ron Faulkner (1,172 Paul), 237 ft. 11 ins.

Class 2 Cup: A. W. Lilley (1,172 Clegg S.), 273 ft. 6 ins.

Unlimited Cup: C. R. L. Nicholl (3,122 Ford), 780 ft. 8 ins.

Team Prize: North-West London M.C. (Faulkner, Waring and C. E. Crump (Marden)).

Team Shield: Bristol L.C. and M.C.C.

First Class Awards: B. Fitzwater (Riley), 662 ft. 5 ins. Cyril Corbushley (C.C.S.), 480 ft. J. T. Spore (Ford), 495 ft. 2 ins. J. Deeley (Canford), 564 ft. 11 ins. Tony Ruffett (Cotton), 468 ft. 10 ins. C. E. Crump (Marden), 568 ft. 11 ins.

Second Class: W. Cuff (Cuff), E. C. Spence (Spence Mark V), B. Bodenham (Dellow), R. W. Hartnell (Ford), H. Hopkinson (Ford).

M.C.C. "DAILY EXPRESS" RALLY

OWING to the overwhelming request for entries, the M.C.C. had to close the list 14 days after it opened, with the maximum number of 450 cars. Amongst the well-known drivers taking part are: Geoff Holt (M.G.), last year's winner, Jim Appleton (Jaguar), Len Shaw (M.G.), Mike Couper (Bentley), Cyril Corbushley (Lanchester), Joy Cooke (Ford), George Hartwell (Sunbeam-Talbot), Godfrey Imhof (Jupiter), Nancy Mitchell (H.R.G.), Roy Clarkson (Ferrari) and Jack Kemsley (Hillman Minx). The Rally takes place from 7th to 10th November, finishing at Hastings.

Ferrari "Four" Wins at Modena

Another Victory for Ascari—Macklin Third with H.W.M.

DRIVEN by Alberto Ascari, the new four-cylinder Formula 2 Ferrari gained its first race victory last Sunday in the Grand Prix of the Aeroautodrome at Modena. Ascari took the lead on the second lap and held it comfortably to the end, winning at record speed and turning the fastest lap at approximately 74.52 m.p.h. Gonzalez was second with a 12-cylinder 2-litre Ferrari, 9 secs. behind, and third came Britain's Lance Macklin in an H.W.M., ahead of Targa Florio winner F. Cortese with a Ferrari. Louis Rosier, fore-

AMPHIBIAN ALFA

THE famous Milan concern has introduced a new amphibian Jeep, which was recently demonstrated to the Press at Portello. It is powered by the 4-cylinder twin-o.h.c. engine used in the Type "1.900".

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SPANISH GRAND PRIX

LATEST news of the Spanish G.P. at Barcelona on 28th October is that Ferrari and Alfa Romeo will each send four cars, and B.R.M. two. Ferrari will be represented by Ascari, Gonzalez, Villoresi and Taruffi, whilst the Alfa team will be Fangio, Farina, Bonetto and Sanesi (if fully recovered from his burns). If Sanesi is unavailable, Alfa will probably select a driver from de Graffenried, Chiron, or the Spaniard. Jover Simca will have Simon, Manzon and Trintignant, whilst Rosier and Clues will drive Talbotts. B.R.M.s will be handled by Rex Parnell, and possibly Stirling Moss or Peter Walker for No. 2.

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GRENZLANDRING

OFFICIAL results of the Formula 2 race at Grenzlandring on 9th September are as follows: 1. Stuck (A.F.M.), 31 mins 24 secs., 206.3 k.p.h. (approx. 129 m.p.h.). 2. Righetti (Ferrari), 32 mins. 37 secs. 3. Ulmen (Veritas) 4. Kling (Veritas) 5. Carini (Ferrari).

RESULTS

(66 laps, 155.7 miles)

1. A. Ascari (2 litre 4-cyl. Ferrari), 2 hrs. 9 mins. 23.2 secs. (72.2 m.p.h.).
2. J. F. Gonzalez (2 litre 12 cyl. Ferrari), 2 hrs. 9 mins. 32 secs.
3. L. Macklin (2-litre, 4-cyl. H.W.M.), 2 hrs. 9 mins. 48.2 secs.
4. F. Cortese (Ferrari), 5. L. Rosier (Ferrari), 6. Bianchetti (Ferrari), 7. Branca Simca, 8. Marmon (Ferrari).

Fastest Lap: Ascari, 1 min. 53.2 secs., 74.52 m.p.h.



September 28, 1951

RUSSELL LOWRY'S

Northern Lights

ALTCAR REVISITED—SPORTS HOW SPECIAL?
HARVEY GRAND PRIX — BROUGH STILL
SUPERIOR—PINNING THE JADE—DAI THE
BUCKET—BUY ME THAT ONE, DADDY

LAST year's Altcar Sprint Meeting produced such a postal controversy that I went along this time with a more than usually open mind . . . (no comment) . . . and found a cheery club gathering of the rather old fashioned kind, dear to those who crave not ballyhoo, blondes nor bags of gold. A good flat dash down a narrowish straight and . . . that's your time for a standing quarter, whatever they say in the road test. Watch the others and then go round the back to argue and compare notes. No organizational "bull", as such, but the programme run off to time and the answers given promptly. What more could you want?

Perhaps it was the evergreen Bunny Davenport and his vitriolic comments on all things modern who started the "old fashioned" train of thought. Not that the competing vehicles were a lot of old heaps. There were some very fine motor-cars there in the most up-to-date style, as well as some interesting survivals and revivals. One that attracted much attention ran under the name of Murray, but was created and driven by Charlie Oates, the local speedway king. The chassis is a 1928 Amilcar, motivated by two speedway J.A.P. engines on outriggers to port and starboard, and driving through a preselector box. It is rumoured that this car will eventually boast four such engines. There's room for them, all right, but one hopes the builder read that piece about Coupling Engines Together. In the same class was Lomax's much modified white M.G., familiar on the Southport sands 15 years ago. Among the closed cars was a strange observatory-bodied BMW driven by H. E. Baker, and in the sports categories, Holyoake's H.R.S., based on a Rover 12, Foster's Singer, one of the old work's team, and Pritchard's famous early model Allard, which doesn't seem to be very lucky these days.

However high-hatted we may get, there should be room in the calendar for this type of event which provides such an excellent outlet for the ordinary sportsman's enthusiasm. Incidentally, Maurice Toulmin, the R.A.C.'s man on the spot, was inspecting the course during the afternoon with a view to the possibility of a Pursuit Race round the full circuit, regularly used by motor-cycles. It is good news that one of our Northern circuit meetings has been promoted in status. Remains to be seen what steps will be taken to develop the opening. Watch this space



DUAL PURPOSE. Clerk Hill combines a trials hill and a speed hill-climb, the former being a short cut between two corners. Both are used by the Lancs A.C., and this view recalls the summer's activities. Ken Bailey is the driver.

So home to another grumble against the long suffering S.B.C., who had made an effort to tell us something during the T.T.—if we were able to listen—but failed dismally to report it afterwards.

For 75 minutes I sat pinned to the radio to hear what had happened at Dundrod. In the process I listened to excellent little thumbnail sketches of a (seeming) hundred or two football matches, sundry horse-dices and goodness knows what else, but the only motoring item was chucked like a last absent-minded herring to the sea lions with "... and with the news that Stirling Moss won the Ulster T.T., we end this Sports Special". Well, most of us thought Stirling Moss would win, but what about Tom, Dick and Harry? And are football and racing the only sports worthy of comment? It is evidently realized that football fans are away at their pet match during the afternoon, and when they get home want to be told what has happened elsewhere, but I (fairly) respectfully suggest that more people are interested in the varying fortunes of motor-racing than can possibly care about Tolpuddle Tuesday v. Ashcan Emptiers Athletic.

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CORRESPONDENT Ronald Penny has dropped across a favourite pastime among enthusiasts in the selection of "phantom" road race circuits up and down the country, though I'm afraid, like the rest of us, he's only building castles in Spain, and it's unlikely that we'll ever have a race on public roads. But one of these days a Corporation (we've got quite a few forward-looking resorts up here) with its own stretch of multiple-carriageway-seafront may see the light and give us a chance. And a great chance it would be, particularly for the 500 class, which, in my opinion, carries most of the future of racing on its youthful back.

There was once a very serious project for a race round Llandudno's Great Orme, which is circled by a private toll road. Unfortunately, the road is not very wide and there's an awful lot of sea round the outside, though the retaining wall is healthily substantial. "Revolving" on this course would be even less popular than at Brands Hatch. There is a potentially magnificent Hill-Climb site also on the Orme.

But passing a Northern town the other day, I found the Park closed and large posters announcing "75-Mile

Bicycle Race. Massed Start". If only we could get ourselves organized like the cyclists (which most of us have been) or the pedestrians (which we all are) what a different story could be told.

This Corporation Park with its trees and banks is intersected by self-contained roads with sweeping curves and natural grandstands—and a paying gate of hundreds of thousands within walking distance. There must be dozens of similar enclosures in the country. Incidentally, has anyone looked into the legality of the undoubted bicycle races taking place on the King's Highway these days?

THE original 500 c.c. racing venue in the North at Brough Aerodrome should see some real excitement on the 7th October. The entry list reads like a Formula 3 Who's Who, and the first three names on the list are those of Eric Brandon, Alan Brown and Don Parker, so evidently there's going to be a serious invasion, which is good reading. There will be scratch and handicap races, each of seven laps, in both heats and final. The Meeting is, as usual, a combined affair for motor-cycles and 500s, the latter being under a closed permit to the Half-Litre Club. Incidentally, there will be sidecar races, so don't go unless your heart is strong. Brough is situated about 10 miles from Hull, and the course measures 1.17 miles per lap with a half-mile straight, two hairpins, a lefthand turn and two righthand bends.

THE strong rumour flying around these parts that the R.A.C. Trials Championship would be held in the

West Country has already been counteracted by a "Pit and Paddock" guess at North Wales. The R.A.C. pronouncement on the subject, although not concrete, is encouraging—"We hope in fact to find a venue which will be even more conveniently placed for the majority of drivers than has been the case in the past".

THE little incidents reported here sometimes bounce back with interest. It seems, for instance, that the Welsh character who was described some months ago as collecting the odd ton of meat rations on his battleship front has been at it again. Bumbling along a lane recently he shed various components which were picked up for him by an elderly lady carrying a bucket of water in each hand. For this purpose the buckets were, of course, deposited in the road. Eventually, after a protracted exchange of civilities and smiles, the mighty engine was started, the clutch engaged, and . . . scrunch went the only two water containers for miles around.

Our friend now takes a more circuitous route, and is known locally as Dai the Bucket—or words to that effect.

If anybody wants a C-type E.R.A. engine, complete, there's one on the shelf up in these parts. Daren't say where, publicly, or I'll be accused of an indiscretion or something, but it's available at a figure which, though representing many pennies, is no more than I have heard of people paying for an E.R.A. crankcase. And it goes very quickly.

WEST ESSEX C.C. CHELMSFORD RALLY

THE West Essex C.C.'s popular Chelmsford Rally, held last Sunday at Boreham, attracted an excellent entry. It consisted of an observed average speed test, followed by five driving tests. Best per-

formance was put up by S. Freeman (M.G.) who took the Chelmsford Cup. Racing driver Dick Jacobs (M.G.) won the award for the best performance by a W.E.C.C. member. W. Bone scored a double by

winning both class C (closed cars over 2,000 c.c.) and class D (open cars up to 1,200 c.c.).

A. C. Westwood drove his Fiat and a Jaguar XK 120, but did not figure in the awards. Best open car performance went to R. B. W. Richards and his spritely R.B.W., and M. Baker (Ford) headed the closed car category.

RESULTS

Best Performance (Chelmsford Cup)
S. Freeman (M.G.).

Best W.E.C.C. Member: R. W. Jacobs (M.G.).

Best Open Car: R. B. W. Richards (R.B.W.).

Best Closed Car: M. Baker (Ford Prefect).

Class A: 1, W. R. Heap (Sunbeam-Talbot) 2, B. Croker (Lagonda Rapier).

Class B: 1, H. Cornabey (Hillman Minx) 2, G. Hawkins (Wolseley).

Class C: W. Bone (Ford).

Class D: W. Bone (Ford).

Class E: S. Freeman (M.G.).

Class F: G. Boyes (Batten Spl.).



BALILLA: A. C. Westwood, of Clacton-on-Sea, during a garaging test with his veteran Fiat at the Chelmsford Rally.

PRIVATE CAR TAXATION

by JOHN BOLSTER

THE letter in the correspondence columns from M. J. I. Hollingsworth, under the above heading, and the accompanying communication from Mr. Douglas Jay of the Treasury, hit me in a very sore spot. It is customary, I believe, to pretend to be unbiased when writing on any subject. I must admit, however, that I am extremely biased and have a very large axe to grind, as will presently appear. Nevertheless, I think this very fact may add authority to some of my remarks.

The position at present is that the £10 flat rate applies to cars first registered on or after 1st January, 1947, and that earlier vehicles are taxed on one of two scales, again depending on date of licensing. The first method, which affects the majority of older cars, takes account only of the bore of the cylinders and their number, but for a short intermediate period the total piston swept volume was the measure in use. Having stood in a queue and watched bureaucracy at work, I appreciate, of course, that to abolish this plethora of systems would put a lot of clerks out of work. But that is by the way. It is the arbitrary nature of the whole set-up, the inevitable injustice to those people who are least able to bear the burden, and the opportunities for evasion presented to the unscrupulous, that I condemn.

Burden

Mr. Jay says that the smaller tax on new cars is offset by the purchase tax; but is it? It is necessary for me to own a very large car, because I have an unusually big family. I cannot even consider a recent vehicle, and my fine old car is of considerable antiquity. In direct taxation this car has already contributed well over £1,000 to the Treasury during its life. Yet I am still forced to find over half its market value every year for a licence, quite apart from the petrol tax. Is this fair or just?

What really maddens me is the number of cars similar to my own that carry only the £10 penalty. The method by which this is achieved varies according to the licensing authority concerned, and is easier to effect in some counties than in others. The engine and chassis numbers of the vehicle must apply to two different cars for a start, and some councils require receipts for all the major components, to make sure that a "new" car has, in fact, been made from old parts. That might appear to preclude "wangling", but examination of any car park will prove that the number of big, old motors that enjoy the £10 rate is very large.

This can be explained in several ways. The commonest method is to buy two cars of the same model and erase the tell-tale numbers. These are then re-stamped appropriately, so that it would appear that engines and so forth have been interchanged. A few bogus receipts, supplied by friends "in the game", can be produced if necessary, and the two old motors, newly registered under the £10 scheme, can be sold at an enhanced price. It would seem to be one of the easier ways of earning a living.

One hears of affable strangers, met in bars, who claim to be able to get you on to the £10 rate on a commission

basis; "and no questions asked, old man." It all sounds horribly reminiscent of the Lynskey Tribunal, doesn't it?

System Unjustified

The point is that any law which cannot be enforced brings the whole legal system into disrepute. That is an intolerable state of affairs, and must not be allowed to continue. Furthermore, a system of taxation which punishes the poor and subsidizes the rich cannot surely be justified in any modern democracy.

I dispute most strongly Mr. Douglas Jay's assertion that it would cost a substantial amount of revenue if all cars were placed on the flat rate, irrespective of age. Many of us at present have to lay up our cars for an occasional quarter because we cannot pay the tax. If we could afford to run them all the time, we would probably pay more in the long run through the petrol duty. Alternatively, one could stretch the budget and buy another motor for the little woman to go shopping, or, more likely, put back on the road that old Austin or Morris that most enthusiasts have hidden in the shed at the bottom of the garden. I am sure that the Treasury would, in fact, gain more than it lost by this concession.

The absurdity of our present predicament may be emphasized by one small instance. I bought a Jeep at about the same time as one of my friends acquired a similar vehicle, and by pure chance he registered his a few weeks before I got around to making mine legal. As luck would have it, my motor thus became qualified, at all time, as a £10-tax job whereas my unfortunate friend had to pay the full rate. Once he had done this his Jeep could never be changed to the lower figure, and on parting with it he had to accept an inferior price because it bore the stigma of a high tax. What a mockery it is!

It is time that our rulers realized that we have no intention of putting up with a law that encourages spivs and wide boys, and places the fortunate owner of a new car in a better financial position than the impoverished driver of a second-hand jalopy. I shall be attending the meetings of candidates of all parties at the forthcoming election, and I shall require a much better answer to my question than Mr. Douglas Jay has yet provided. I hope that the numerous enthusiasts who have had a raw deal in this matter will also have a go in their own constituencies.

Perhaps I am old fashioned in admiring such qualities as truth, honour, and fair play, for we live in a tough age. Possibly I should tear up this article, and scour the shadier bars for a little man with pointed-toed shoes, greasy hair and an unspeakable tie. "I'll get you on the £10 tax, and no questions asked," he would say.

What would you do, chums?



PETERBOROUGH PREMIÈRE

**Brandon (Cooper-Norton) Wins Formula 3 Race
at Silverstone—Ken Downing Has Good Day**

THE energetic body of officials who worked so hard to put over the Peterborough Motor Club's first venture into circuit racing have every reason to congratulate themselves, for their Silverstone affair on 22nd September ran smoothly and to time, and the quality of the racing matched the organization.

Highlight of the day's programme of nine races was the half-litre event, divided into two heats and a final, the latter over 10 laps. Heat 1 was an evenly matched Cooper-J.B.S. battle, with Alan Brown missing from the Cooper ranks. The pace was a cracker from the drop of the flag, Headland (Cooper) leading Webb (Cooper) and Fred Tuck's Iota, until Les Leston came in with a strong J.B.S. challenge. On lap three he was in front, but lost his place to Headland, and the three leaders finished in a bunch, with the field well back. Peter Binns in the attenuated Monaco-Norton retired early, and Alan Moore's J.B.S.-Triumph misfired unhappily throughout the race.

A scratch race for Vintage cars saw Anthony Heal hold a brief but spirited lead in the G.P. Sunbeam, but oil pressure worries caused its early withdrawal lest worse befall so historic a machine, and D. J. R. Chapman went ahead in his 4½-litre Bentley, closely followed by the Hon. E. G. Greenall's 2.3-litre Bugatti. Walsh's 2-litre car slid about at Stowe, depositing assorted liquids on the track and temporarily igniting itself into the bargain, thus giving enthusiastic marshalls an opportunity to use nearly all their flags at once: C. A. Hartridge drove his B.g Six Bentley into third place in front of a richly assorted field.

Heat 2 of the half-litre affray was Brandon all the way, with Don Parker John Habin and Curly Dryden (all in J.B.S. machines) fighting it out behind him. Grose was having a most elaborate time with his steering wheel and snaking through the corners, Habin passed Parker but couldn't hold his

place, and Brandon won a fast race with a bit in hand.

A five-lap race for cars up to 1,500 c.c. gave Downing's fast Connaught a decisive win, although C. M. Sears gave him no quarter, cornering in magnificent Chain-Gang style and giving his Frazer-Nash a lovely airing. Mrs. R. B. Gibbs (H.R.G.) held third place by good and unobtrusive motoring, ahead of A. C. Sears with another Frazer-Nash.

Race 5 included a mixture of capacities, and the Crozier Bentley found itself somewhat hustled by R. C. Symondson, making an all-too-rare appearance with his beautiful Type 57 Bugatti, which he drove with his customary imperturbability. Crozier performed his usual feats of strength on the corners, between aiming the Whale at the next one for brief intervals. Stoop's sleek Frazer-Nash duelled with Mrs. Nancy Binns in the XK 120 Jaguar, and A. A. Baring fell behind in his Cadillac-Allard after a forceful start to battle with Chapman's Bentley. Crozier won,

J.B.S. v. J.B.S.: Don Parker attempting to take Curly Dryden at Stowe Corner, in Heat 2 of the 500 c.c. race

with Symondson well in the picture, Mrs. Binns snatching third place.

The 500 c.c. final was real motor-racing. Headland and Habin came round ahead of Brandon in lap one, Brandon crept ahead next time round to lead Headland by a length, his cornering as neat as Headland's was hectic. Once more Headland forced his Cooper in front, Brandon watchful on his tail, with Habin in attendance. Behind the leaders roared Don Parker and Les Leston, both in J.B.S.s, staving off Dryden's similar car. Then, with a couple of laps to go Brandon pulled out the right stop and went ahead. Somewhere in the mêlée Leston pipped Habin, and Fred Tuck twice took the long way round at Stowe, returning neatly through the oil-drums later on. Brandon won a magnificent race at over 76 m.p.h.

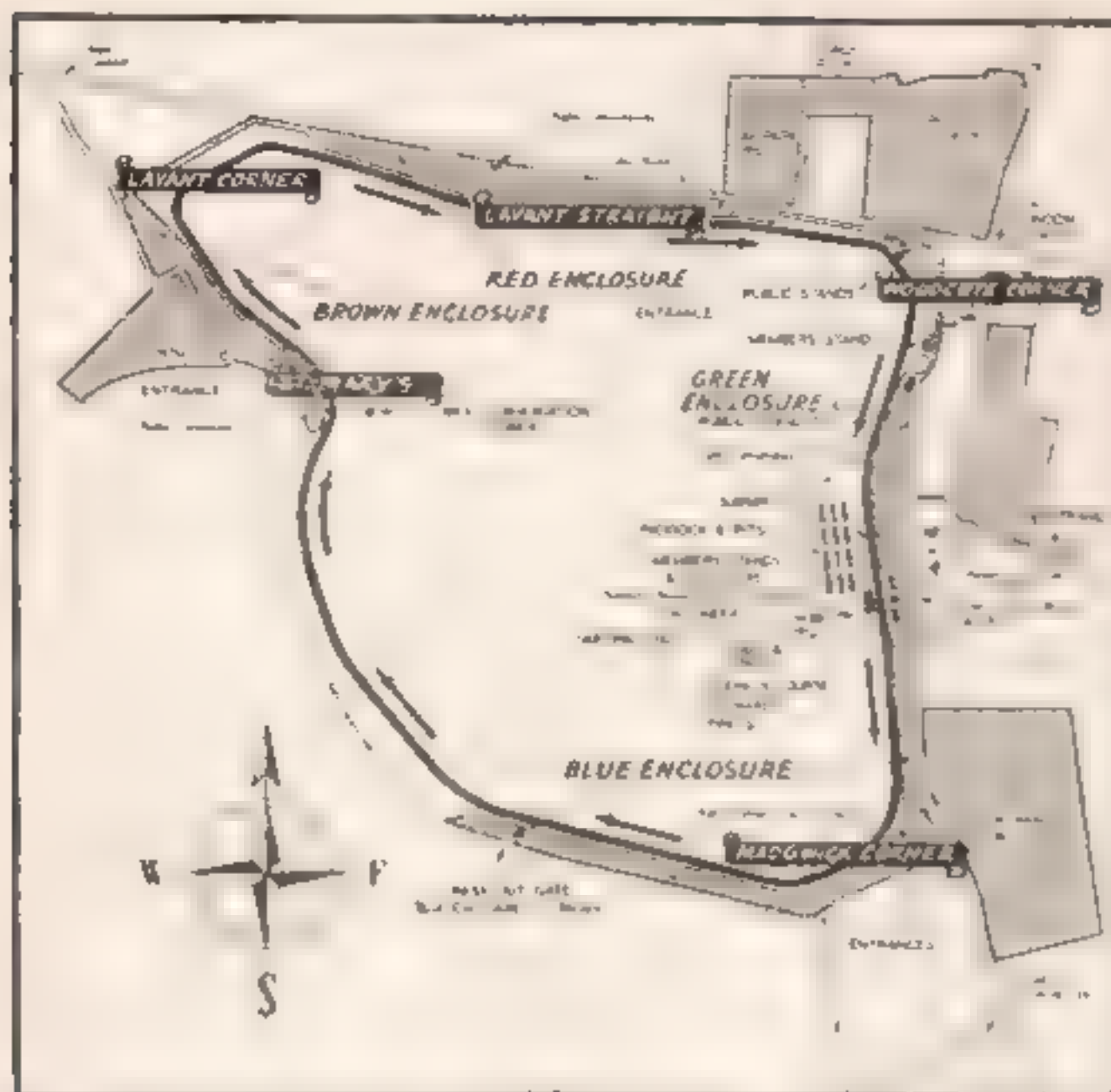
When everyone had his breath back, two mixed handicaps followed. In the first of these K. H. Downing's Connaught scored another win from the Bentleys of Williamson and Chapman, which started 15 secs. apart and finished within inches of each other. Nancy Binns's Jaguar scrapped with Symondson's Bugatti until the Jaguar retired, and K. Rose's Turner Leaf led various Healeys in spirited fashion. In the second handicap D. S. Shale's Austin had a furious battle with M. Vaughan's 1925 14/40 Delage, C. le S. Metcalfe's Fiat and J. H. Pratt's Type 37 Bugatti had a satisfying argument, and N. Powell, with compressor working overtime, made Unterturkheim noises as he weaved through to third place behind the Austin and the Delage.

Last event of the day was an all Abingdon affair, won by a large margin by K. Hartridge's blown M.G. from Bradford's unblown model, whilst G. H. Symonds in the 1,087 c.c. supercharged car came through fast into third place. This ended the meeting, as the autumn evening began to close in, and as we left Silverstone to settle down to its winter inactivity, optimistically we said *Au revoir* but not "Goodbye". G.H.D.

(Results on page 415)



DOUBLE WINNER: Ken Downing won two events with his very fast Connaught.



The fast 2.4-mile circuit at Goodwood, showing spectators' and car-parking arrangements.

luck on the "Emperor of Goodwood", for either Farina or Ascari may crack his existing lap record. At the time of going to press, Reg had no car to replace the B.R.M.

Racing starts at 2 p.m., and the advice is to get there as early as possible, otherwise it may be difficult to reach the circuit in time for the opening race.

LOGWOOD ENTRIES

Madgwick Cup: Young Men (H W M) George
 Andrews (H W M) B. W. (H W M) S. D. J.
 M. (H W M) K. M. (H W M)
 R. M. (H W M) L. M. (H W M) D.
 de M. (H W M) J. R. W. (H W M) F.
 L. (H W M) M. M. (H W M) A. (H W M)
 R. M. (H W M) S. (H W M) J. (H W M)
 G. (H W M) K. (H W M) C. (H W M)
 G. (H W M) J. (H W M) H. (H W M) F. (H W M)
 R. (H W M) J. (H W M) H. (H W M) F. (H W M)

Woodstock Cup: H. J. O'Connell (H. M. Allen)
A. J. O'Connell (W. F. O'Connell) (H. M. Allen)
Roxbury Cup: O'Connell (Whitcomb) (H. M. Allen)
B. J. Shaw (J. O'Connell) (H. M. Allen)
D. J. O'Connell (H. M. Allen) (H. M. Allen)
M. J. O'Connell (H. M. Allen) (H. M. Allen)
Robbie Baird (Maverick), Tom Rohn (Delaney), Ken
McAlpine (Connolly), Tim McCormick (F. H. A.)
H. J. O'Connell (H. M. Allen) (H. M. Allen)

[illegible]

Sports Car Race: 1. M. N. R. (1960)
 2. W. H. (1961)
 3. M. W. H. (1962)
 4. N. R. (1963)
 5. W. H. (1964)
 6. M. W. H. (1965)
 7. N. R. (1966)
 8. W. H. (1967)
 9. M. W. H. (1968)
 10. N. R. (1969)

[illegible]

First September Handicap R. 1 1/2 m. (1st sec. 1:10)
 M. Mann (A. H. H.) 1 M. (H. H. M.) 2 H. (H. H. M.) 3
 M. (H. H. M.) 4 W. (H. H. M.) 5 R. (H. H. M.) 6
 J. (H. H. M.) 7 H. (H. H. M.) 8 H. (H. H. M.) 9
 R. (H. H. M.) 10 W. (H. H. M.) 11 M. (H. H. M.) 12
 M. (H. H. M.) 13 C. (H. H. M.) 14 H. (H. H. M.) 15
 D. (H. H. M.) 16 M. (H. H. M.) 17 P. (H. H. M.) 18 M. (H. H. M.) 19
 M. (H. H. M.) 20 H. (H. H. M.) 21 A. (H. H. M.) 22 H. (H. H. M.) 23
 H. (H. H. M.) 24 R. (H. H. M.) 25 D. (H. H. M.) 26 P. (H. H. M.) 27 A. (H. H. M.) 28
 R. (H. H. M.) 29 M. (H. H. M.) 30

Second September Handicap (Society Course) S
Mile NK L M Jags P Fithcoughs Parker
L H Warch L C on f Craig W Wash d
NK N Jagers T Cook R Peasch D P
B Stone Tams G Traver Nashes Wore (Con-
nave) J I in Connors R Hall J Traill
P Cook DR Ann Mason J de Edward
(Hess) T O Ring O B Ann Mason L N
Peck Connaught Western M Head January
J Jagers L at Nash

Third September Handicap: R. Parnell (B.R.M.)
A. Ancari (This Wall); O. Farina (Alfa Romeo)
B.R. (Parnell); D. Murray (Ferrari); S. M.
H.W.M.; G. Abeyaratne; H.W.M.; A. Whitham
E.R.A.; F.R. (Parnell); F.R.A.; D. Murray
E.R.A.; P.I. Park; J.R.A.; Duncan; H. (Parnell)
(John); Tony R.; (John); G. Whitham
(John); I. Gaudin; A. (Alfa Romeo); I. G. H.
Dunham; A. R. M. (Parnell); A. (Parnell)
(Murray); John (Parnell); A. (Parnell)

Fourth	September	Handicaps	Shannon
ERA	A	ERA	C W
McNair	I	McNair	M
HR Co	C	HR Co	W
Turner	H	Turner	L
Mc	R	Mc	L
R	Du	R	S
R	C	R	I
H	B	H	D
M	T	M	M
C	K	C	M

Daily Graphic	Trophy	R. Paine	H.R.M.
A. A. (A. C. W.)	G. J. (A. C. W.)	A. A. (A. C. W.)	R. C. (A. C. W.)
B. A. (A. C. W.)	M. A. (A. C. W.)	A. A. (A. C. W.)	A. A. (A. C. W.)
W. M. (A. C. W.)	A. A. (A. C. W.)	H. A. (A. C. W.)	A. A. (A. C. W.)
(F. R. A.) B. A. (A. C. W.)	T. A. (A. C. W.)	(F. R. A.) F. R. (A. C. W.)	F. R. (A. C. W.)
(F. R. A.) K. A. (A. C. W.)	(F. R. A.) J. A. (A. C. W.)	J. A. (A. C. W.)	J. A. (A. C. W.)
M. A. (A. C. W.)	R. A. (A. C. W.)	(M. A. (A. C. W.)	D. A. (A. C. W.)
(T. A. (A. C. W.)	T. A. (A. C. W.)	(T. A. (A. C. W.)	B. A. (A. C. W.)
(A. A. (A. C. W.)	J. A. (A. C. W.)	(A. A. (A. C. W.)	T. A. (A. C. W.)
(M. A. (A. C. W.)	R. A. (A. C. W.)	K. A. (A. C. W.)	M. A. (A. C. W.)
R. A. (A. C. W.)	(A. A. (A. C. W.)		

TOMORROW at GOODWOOD

**Prospect of Alfa Romeo—Ferrari Duel—NK 120C Jaguar
Makes its Debut on the Mainland—B.R.M. Non-Starter**

THE International meeting at Goodwood will surely draw a bumper crowd, and the B.A.R.C. has gone out of its way to ensure that the programme contains the cream of British racing drivers, in addition to a fine representation of Continental exponents. The latter include Alberto Ascari, who will drive the Vandervell Thin Wall Special Ferrari, Giuseppe Farina (Alfa Romeo), Johnny Claes (Maserati) and Toni Branca (Maserati). Bira is also down to appear with the V-12 Osca.

Stirling Moss will have a busy afternoon. He is engaged in no fewer than five events, three with the H.W.M., and two with the XK 120C Jaguar. George Abecassis will also drive an H.W.M.—again in three races.

The Madgwick Cup will see a determined onslaught by air-cooled twins against H.W.M., Ferrari, Alta, Connaught and other opposition. Ray Merrick is running his formidable

able Cooper-Nor-J.A.P., and it will be interesting to see its performance against pukka Formula 2 machines.

Formula Libre cars will dispute the Woodcote Cup. Ascari, Farina, Bira, Claes and Branca will be faced by Graham Whitehead, Brian Shawe-Taylor, Tim Secombe and Dave Hampshire (E.R.A.s), Tony Rolt (Delage), a quartet of Maseratis (James, Fotheringham - Parker, Baird and Spero), Sid Allard's Allard and a trio of Alfas (Mann, Goodhew and Poore).

The sports-car race is predominantly Jaguar, but there is a strong contingent of Frazer-Nashes, a couple of Connaughts, a Healey, a Ferrari, and two Aston Martins, one a DB2. Brian Shawe-Taylor will handle a Frazer-Nash in one of the handicap events.

Owing to the continued testing of B R M. at Monza, and the necessity of getting two cars ready for Barcelona, Reg Parnell's B R M. entry will not materialize. This is bad

News from the Clubs

GOODWOOD SPEED TRIALS

15th September, 1951

AFTER experiencing appalling weather the previous month when a similar event was held, the Southsea M.C. hoped for a smile from the Clerk of the Weather on Saturday, 15th September, when their second series of speed trials took place at the Goodwood circuit. It was not to be, however, and the day proved to be almost as wet as on the 11th August. As before, the course consisted of an electrically-timed half-mile, commencing at a point two-thirds of the way down Lavant Straight and finishing opposite the Control Tower. Each competitor was allowed one practice run and two timed runs, the better of the latter to count.

In Class 1 for sports cars up to 1,250 c.c. R. Wailing-Greenwood, the August class winner, was beaten by F. C. Davis by the very narrow margin of .41 secs. Class 4 for 10 h.p. saloons was again noteworthy for a very close tussle between practically every 10 h.p. Ford in the club, plus one 8 h.p. model driven by R. W. Faulkner, which proceeded to beat its rivals of larger capacity.

In Class 3, for sports cars of unlimited capacity, Gordon Parker's Jaguette and Philip Payne's Ford "Hot Rod" again did battle, Payne avenging his August defeat by establishing a lead of .35 secs. over Parker in a time of 30.31 secs. It was left to T. L. Allard, however, to beat 30 secs. for the first time at these speed trials and thus win the class in 29.2 secs. In this class a most praiseworthy performance was put up by John Craig's fully equipped XK120 Jaguar with a run of 31.37 secs.

RESULTS

Class 1 (Sports cars up to 1,250 c.c.):
1, F. C. Davis (Cooper-M.G.), 34.32 secs.;
2, R. Wailing-Greenwood (R.W.G.), 34.73 secs.;
3, R. W. Faulkner (Paul Spl.), 36.84 secs.

Class 2 (Sports cars up to 3,000 c.c.):
1, S. G. Greene (Frazer-Nash), 34.17 secs.;
2, W. P. U. Constable (M.G.), 34.84 secs.;
3, L. K. Holdaway (Alvis), 37.20 secs.

Class 3 (Sports car, unlimited):
1, T. L. Allard (Cadillac-Allard), 29.2 secs.;
2, P. F. Payne (Ford Hot Rod), 30.31 secs.;
3, G. Parker (Jaguette), 30.66 secs.

Class 4 (Saloon car up to 10 h.p.):
1, R. W. Faulkner (Ford B), 40.64 secs.;
2, D. Silverthorne (Ford 10), 41.10 secs.;
3, C. E. Crump (Ford 10), 41.78 secs.

Class 5 (Saloon cars over 16 h.p.):
1, W. M. B. Smith (Riley 2½-litre), 37.94 secs.;
2, R. W. Faulkner (Vauxhall Velox), 38.85 secs.;
3, C. S. Dewey (Standard Vanguard Van), 39.80 secs.

(More News from the Clubs on page 409)

RACING IN MALAYA

THE above photograph has just reached us from Singapore, and shows the start of the 1½-litre class in the Singapore Motor Club's Johore Grand Prix held in August. The race was won by Bill Ferguson driving the ex-Alan Rippon Cooper with big-twin J.A.P. engine. Second place was taken by a TC M.G., described as having a Fiat chassis, while No. 21 in the picture, another TC with a locally-built body, finished third. Car No. 6 is an interesting hybrid set up on a Fiat chassis with a Jowett Javelin engine, and once more a locally-built body.

The unlimited class seems to have attracted a wide range of entrants, being won by the same Cooper 1,000, followed by three XK Jaguars, a 4½-litre Bentley and the TD M.G. No. 33, seen in the picture. We find ourselves particularly fascinated by the starter, who would seem either to wearing gloves or long woollen underwear. Both his attitude and his hat strike a particularly fetching note.

Racing in Malaya is fought out with great intensity, and tuning is carried to mechanical extremes which are often paid for by a certain lack of reliability. Confirmation of this is carried in the fact that of 20 starters in the race here noted only six completed the course.

HEREFORDSHIRE ONE-DAY RALLY

THE Herefordshire Motor Club held a successful one-day rally on Sunday 16th September, the event attracting a goodly entry. The start was from the Corn Square, Leominster, cars leaving at four-minute intervals from eight a.m. onwards. A set average speed of 24 m.p.h. had to be maintained, and controls were placed at points along the route to ensure this.

The course covered about 180 miles over a winding route from Leominster, through Knighton, Rhayader, Elan Valley, Devils Bridge, Aberystwyth, Machynlleth, Newton and Presteigne. The roads varied somewhat in surface and part of the route led over an old coach road over the mountains. Four

JOHORE G.P. Start of the up to 1,500 c.c. class of the race at Johore Bahru, organized by the Singapore M.C. this summer. Winner was W. ("Bill") Ferguson's 1,000 c.c. Cooper-J.A.P. seen on the left.

driving tests were arranged at points unknown to the drivers, consisting of braking, regularity, reversing, and maintenance tests. A little confusion was caused by direction arrows pertaining to a motor-cycle trial being posted along the road at some points, but this problem was finally sorted out, and all but two competitors completed the course.

RESULTS

Best Performance: 1, P. P. Roberts (1,500 M.G.), 495 marks lost; 2, J. K. Morris, 581 marks lost; 3, T. E. Hobby (Morris Oxford), 598 marks lost; 4, J. T. Thomas (Morris Minor), 658 marks lost; 5, E. J. Read (Austin A90), 712 marks lost; 6, P. J. Wray (Singer Spl.), 734 marks lost.

TYRER'S PRESCOTT CLASS RECORD

CONFUSION may have arisen from our report of Tyrer's record run at the recent B.O.C. Prescott meeting. In actual fact the 3,000 c.c. sports class record, already held by Gillie at 50.23 seconds in the ex-Raymond Way BMW, was reduced to 49.78 in the Mille Miglia car, the regulations precluding the use of the same car in two classes. The Raymond Way motor was used in the 2-litre "Formula B" racing class and created a record at 48.71 for this new category.

BOSSOM TROPHY DATE ADVANCED

THE date of the Maidstone and Mid-Kent Bossom Trophy Trial which will again count for the Trials Championship, has been brought forward from 11th November to 28th October, in order to avoid clashing with the end of the Daily Express 1,000-mile Rally.

FRAZER-NASH

and

K.L.G.



TARGA FLORIO

(SICILY)

WON BY F. CORTESE

Driving a 2-litre

FRAZER-NASH

THE FIRST BRITISH CAR TO
WIN THIS CLASSIC RACE
357 miles in 7 hrs. 31 mins.

(Subject to official confirmation)

Mass production can build good cars but only individual hand work by craftsmen can build a Frazer Nash. For this method - and this car - the very best is only just good enough. Naturally, the sparking plugs are K.L.G. and naturally also a car made in this way is chalking up a remarkable tally of international successes.

SMITHS

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WITH A SCEPTIC AT "BRANDS"

SPIRITED HALF-LITRE
MEMBERS' MEETING—
HEAT WIN FOR NEW
ARNOTT

HENDRIK was blasé about motor-racing. He comes from Hengelo in Southern Holland not very far from the Belgian frontier; he has been to Spa and seen the Alfas and Ferraris fight it out at over 180 m.p.h. on that very fast circuit; he has been to Zandvoort and seen Rosier and Farina, Villorossi and others; now he was in England for a few days and wanted to see some racing here.

"All right," we said, "come to Brands Hatch on Sunday and see the half-litre boys in action." Hendrik demurred. The half-litres, it seemed, were "niet zoo goed"; they were a guttural something-or-other which, assisted by strange manual gestures, emerged at length as "miniatures". "Had England no bigger cars? At Spa the Alfas, . . ." "Yes, yes," we said, "at Silverstone too but just this Sunday we hadn't a Formula 1 G.P. laid on, and there was Brands only. Come and we promise you will find it interesting."

Hendrik came, but not without reminding us at intervals of the glories of Spa. The roar of a dozen and more raucous "singles" assailed his ears, and ours, as we drove along the bumpy path to the Paddock. Heat 1, Race 1, was soon to begin, quite obviously, and by

the time we had eulogized the circuit's "all-round" vision and had steered Hendrik to a suitable point of observation, Don Parker was on his way to win with the maroon J.B.S.

A faint gleam kindled Hendrik's jaundiced eye when we told him Don used to race Rudge and A.J.S. two-wheelers; he'd seen Geoff Duke, and the Gileras and "Ajays" at Spa, and hadn't forgotten the thrill of it. So that was something gained. Watching the next heat he rather had us by saying the faster cars all looked the same, and since the first four home, led by Ecclestone, were all in Coopers, we couldn't think of an answer off hand. The next two heats didn't help much, for Surbiton came out on top each time, but by now this heat and final business was worrying our Dutch friend. When the preliminary heats for Race 2, the Junior Championship, were then run off before the final of Race 1, he shook his head perplexedly and buried himself in the programme.

Heat 1 went to N. J. Gray's Cooper provoking an observation, long brewing to the effect that "these Cooper—all the time they win", but we pointed out the C.R.M. with B.S.A. engine, busy taking third place, and Bicknell's Revis-Norton fourth as evidence of opposition. "So," said he dubiously, and "So" again when we further cited J.B.S., Emeryson, J.P. Kieft and Iota as preventers of any monopoly. The racket on the starting

line for heat 2 drowned further conversation, but I. Pelling in his Emeryson drove home the point more convincingly than all our talk by driving a magnificent race to catch J. D. Habin's J.B.S. by the barest fraction, making our stolid Dutch pal leap up in excitement. Resistance was weakening, obviously, as it should in the face of such fine racing.

Then came heat 3, and with it a newcomer, bright in red and yellow, the Arnott, which Hendrik took to immediately. It was clean, new, professional-looking, and R. D. Brown drove it extremely well until, on lap five, a slide gave D. Taylor's Iota the lead, whereupon Brown drove might and main, just catching him on the final lap, to put a new make on the winner's list. Hendrik beamed at all this, but not at the cup of tea we brought him. True, it was not the best of tea, and Hendrik, who liked it milkless and sugarless, spoke sadly of this British crime. We wanted to get one back about Holland's raw pickled herrings, consumed in one revolting swallow, but led him off to the paddock instead. He liked the polished aluminium bodies of one or two of the J.B.S.s and produced a delayed action chuckle as the import of the words "Rear End" painted on Powell-Richards's Kieft sunk in, this car having a handsome G.P. "nose" at the back. He took to Bilton's Cooper too, since its colour, orange, was that of Holland, worn by Beels, Flinterman, Dallenius and Co., thereby revealing that he had deigned to notice 500s before now.

An extremely unpleasant multiple crash between Clearways and Paddock Bend marred the final of the open challenge race, involving André Loens, Bill Whitehouse and B. C. Ecclestone. Coming out of Clearways a rear wheel collapsed on Loens's J.B.S., which slid helplessly into Ecclestone's path. The J.B.S. went one way, to the infield. Ecclestone's Cooper the other, through the paling fence into the spectators. J. Leary's Cooper, close behind, was also involved, the unfortunate driver being flung from his cockpit and suffering a broken collarbone. At first it was feared that several spectators had been

(Continued on page 408)



NIPPY: A lusty J.A.P. power unit in his J.B.S., and small personal avoirdupois proved a successful formula for Don Parker (No. 39) in Heat 1 of Race 1. He is about to pass P. K. Braid (Cooper).



C.R.M.: The B.S.A. vertical twin-powered C.R.M., raced by C. A. Street. It is one of the lowest-built of all "500s."

R.A.C.

TOURIST TROPHY RACE

DUNDROD CIRCUIT, BELFAST

Every Single One of the
first ten cars to finish
was fitted with

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badly injured. It later transpired that a youth had suffered a fractured thigh and that no one else was seriously hurt, though several people were shaken. Habin's J.B.S. went on to win, only three cars completing the 15 laps.

That chastening crash kept us all quiet during the Brands Hatch Championship heats, won respectively by Carter and Whitehouse. Hendrik remarked on Don Gray's purposeful crouch in his Cooper cockpit, and became thoroughly animated at a terrific scrap for the Junior final when Frost's yellow J.B.S. just caught N. Gray's Cooper on the line, the while Pelling (Emeryson) and the bearded A. Moore (J.B.S.) fought a race-long duel for fourth place.

Last race of the day, the 25-lap final of the Championship, kept Hendrik of Hengelo quiet until Les Leston (J.B.S.) challenged Ken Carter for the lead, driving superbly. "Och, pity," he volunteered when the J.B.S. gave out suddenly at Paddock; then Headland got nearer and nearer to Carter's tail, and just when things looked really exciting the silver grey Cooper blew up, there was an alarming puff of smoke, and the fire squad rushed forward to quell any further incendiary tendencies.

Hendrik had been making frequent obscure remarks as this drama unfolded, all presumably of approval, for, Carter having won, his large face broke into a positive beam when we asked, "Well, it wasn't too bad, was it?" "Bad? Bad? Not so—it was good." Already cars and motor-bikes were dashing off and Hendrik, eyeing them doubtfully, said, "I think, perhaps, we stay a little time more—they too are very excited. I do not like to play Grand Prix on the way to London." Useless to tell him we spectators are consistently adjured to go home quietly and safely after race meetings. "At Spa they drive away as in Ferraris—here they are in Coopers." But as we joined an orderly procession on the Maidstone road, Hendrik admitted that there really was something in 500 c.c. racing after all!

RESULTS

Open Challenge Race—Heat 1, 7 laps: 1. D. Parker (J.B.S.-J.A.P.), 7 mins. 9.6 secs., 58.63 m.p.h. 2. G. W. Patterson (Cooper-J.A.P.). 3. P. K. Braid (Cooper-Norton). 4. K. Gregory (Cooper-Norton).

Heat 2: 1. B. C. Ecclestone (Cooper-Norton), 6 mins. 57.4 secs., 60.40 m.p.h. 2. S. Lewis-Evans (Cooper-J.A.P.). 3. E. Brandon (Cooper-Norton). 4. J. K. B. Brise (Cooper-J.A.P.).

Heat 3: 1. J. Leary (Cooper-Norton), 6 mins. 58.4 secs., 60.20 m.p.h. 2. K. E. Carter (Cooper-Norton). 3. W. H. Lowe (Cooper-J.A.P.). 4. D. F. Annable (Cooper-J.A.P.).

Heat 4: 1. W. J. Whitehouse (Cooper-Norton), 6 mins. 32 secs., 61.22 m.p.h. 2. A. Loens (J.B.S.-Norton). 3. G. H. Wicken (Cooper-J.A.P.). 4. K. W. Smith (Smith-J.A.P.).

Final (15 laps): 1. J. D. Habin (J.B.S.-J.A.P.), 14 mins. 48.8 secs., 60.88 m.p.h.



CRUMPLED COOPER Ian Smith's Cooper ran into the back of another car on the starting line just before the Junior Brands Hatch Championship.

2. G. H. Wicken (Cooper-J.A.P.). 3. D. F. Annable (Cooper-J.A.P.). No other finisher.

Junior Brands Hatch Championship, Heat 1, 7 laps: 1. N. J. Gray (Cooper-J.A.P.), 7 mins. 14.6 secs., 57.97 m.p.h. 2. R. W. Brise (Cooper-J.A.P.). 3. C. A. Street (C.R.M.-B.S.A.). 4. R. G. Bicknell (Revis-Norton).

Heat 2: 1. I. Pelling (Emeryson-J.A.P.), 7 mins. 12.2 secs., 58.34 m.p.h. 2. J. D. Habin (J.B.S.-J.A.P.). 3. I. H. Smith (Cooper-J.A.P.). 4. R. W. A. Frost (J.B.S.-Norton).

Heat 3: 1. R. D. Brown (Arnott-J.A.P.), 60.61 m.p.h. 2. D. Taylor (Iota-Norton). 3. Lambert (J.B.S.). 4. A. Moore (J.B.S.-Triumph).

Final (15 laps): 1. R. W. A. Frost (J.B.S.-Norton), 64.10 m.p.h. 2. N. J.

Gray (Cooper-Norton). 3. J. D. Habin (J.B.S.-J.A.P.). 4. A. Moore (J.B.S.-Triumph).

Brands Hatch Championship, Heat 1 (7 laps): 1. K. E. Carter (Cooper-Norton), 6 mins. 43 secs., 62.61 m.p.h. 2. C. D. Headland (Cooper-Norton). 3. L. Leston (J.B.S.-Norton). 4. G. W. Patterson (Cooper-J.A.P.).

Heat 2: 1. E. Brandon (Cooper-Norton), 6 mins. 47 secs., 61.90 m.p.h. 2. D. H. R. Gray (Cooper-J.A.P.). 3. A. W. Richards (J.B.S.-J.A.P.). 4. W. J. Whitehouse (Cooper-Norton).

Final (25 laps): 1. K. E. Carter (Cooper-Norton), 23 mins. 23.2 secs., 64.09 m.p.h. 2. E. Brandon (Cooper-Norton). 3. F. Hobart-Smith (J.B.S.-Norton). 4. A. W. Richards (J.B.S.-J.A.P.).

NORTH-WEST M.G.s AT RINGWAY

THE North-West Centre of the M.G. Car Club went back to their dispersal site at Ringway Aerodrome on Sunday to consolidate a very enjoyable meeting held there earlier in the summer. After a frightful morning, a pleasant afternoon sun shone down on the entry of 34 cars and an enthusiastic crowd of spectators, both in and outside the field. A string of eight driving tests were run off in quick time round the twists and turns of the site, which had been suitably accentuated with pylons. Competition was keen and was sharpened by the fact that Johnnie Wallwork, the Vanguard exponent who had enlivened the previous meeting with his car's graceful genuflections, was, on this occasion, driving in double harness with John Dalton in the latter's TD M.G. They made a good job of it between them, taking first and third places. Bernard Warr, previous winner of the open class, took second. Wallwork's performance at the wheel of an open sports car makes one hope that he will

emerge from the conservatory more frequently. The closed class also saw a spirited competition between Reg Holt—and Reg Holt, driving first his well-known Allard and then the recently acquired Reece Monte Carlo Ford. Reg was only prevented from taking the first two places by the intervention of another Ford in the hands of M. H. Howorth. The composition of teams added a further spice to the event, all times being added up to give an aggregate reading at the end. Ken Scales, that hardened campaigner, matched up with Johnnie Wallwork and John Dalton, proved an irresistible combination.

RESULTS

Open Cars: 1. J. Wallwork (M.G.), 286.8 secs. 2. B. J. Warr (M.G.), 291.3 secs. 3. J. F. Dalton (M.G.), 295.6 secs.

Closed Cars: 1. R. E. Holt (Allard), 308.3 secs. 2. M. H. Howorth (Ford), 312.0 secs. 3. R. E. Holt (Ford), 321.7 secs.

Team Prize: The Spinners (K. Scales, J. Wallwork, J. F. Dalton).

News from the Clubs

—continued from page 404.

NOTTINGHAM AUTUMN TRIAL

ON 21st October the Nottingham S.C.C. will be holding their closed Autumn Sporting Trial over a course approximately 70 miles long. The route will be on second-class roads and farm lanes, being suitable for standard and sports cars, and should be "non-damaging" provided normal care is taken. The trial will begin at 2 p.m. from the Admiral Rodney, Wollaton Road, Wollaton, Nottingham.

THE M.C.C. SPORTING TRIAL

THE M.C.C.'s 24th Sporting Trial on 20th October will cover a route of approx. 80 to 100 miles, starting from the Brierlow Bar Garage, three miles S.E. of Buxton, and finishing at the Bull i' the Thorn Hotel, six miles outside Buxton, on the Ashbourne road. The course includes observed sections at Jenkins Chapel, Pilsbury, and Litton Slack. The event is open to M.C.C. members and to seven invited motor clubs, as listed last week. Entries close tomorrow, Saturday, 29th September, and should be sent to the General Secretary, The M.C.C. Ltd., 26 Bloomsbury Way, London, W.C.1. (Tel.: Holborn 4761.)

S.O.D.C. 24-HOUR RALLY

THE Sporting Owner Drivers' Club will be running what promises to be a very interesting Closed Invitation Rally on 27th/28th October. The event will be in four sections, beginning with a 12½ mile road section in which competitors start where they please and converge on the Brands Hatch circuit in Kent. Here they undergo a 20-lap timed test on Saturday afternoon, and the night section of the Rally ensues, entrants heading for an undisclosed destination about 300 miles away. The event concludes with the hill-climbing test "on a well-known hill", incorporating a stop-and-restart test.

AMERICAN ROLLS-ROYCE OWNERS' CLUB

THE newly-formed Rolls-Royce Owners' Club, one of the very few U.S. one-make clubs, was formed in May, and the first issue of its Bulletin has appeared. Of eight pages, 8½ x 11 ins. in size, it is well printed and illustrated on art paper. This initial issue is devoted to identification of Rolls-Royce models, to various technical notes, and to a section of members' advertisements for supplies wanted and available.

The Hon. Secretary is John W. McFarlane, Huntington Hills, Wisner Road, Rochester 9, New York, U.S.A. Membership, which is open to non-owners, is \$5 the calendar year, plus \$0.50 for the directory if desired. The chief purpose of the Club is the compilation and dissemination of maintenance and historical information to further the enjoyment of cars by the members, and the holding of rallies, etc.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

CAMBRIDGE MOTOR AGENTS' ASSOCIATION DINNER AND DANCE

GOOD food, dancing and revelry are promised at the dinner and dance to be given on 10th October by the Cambridge Section of the M.A.A. at the Corn Exchange, Cambridge. Post-prandial pleasures will be many and varied. Those desiring to dance will find themselves encircling a roundabout, complete with Keep Left signs, while novel but adequate refuelling services will be supplied. Those desiring to sit and relax will be equally well catered for, with choice of coffee in the card room or a beer garden. Proceeds are in aid of the Motor and Cycle Trades' Benevolent Fund, and 400 guests are anticipated.

HANTS AND BERKS DRIVING TESTS

CALIFORNIA-IN-ENGLAND, near Wokingham, Berks, will be the scene, on Sunday, 7th October, for a series of six or more driving tests devised by the Hants and Berks M.C. for members. The meeting begins at 11.30 a.m., and with lunch and tea available at the California Club, and light refreshments on the test circuit, a good time should be had by all.

FALCON AND DIST. M.C. RALLY
(Tewin Water, 23rd September)

RESULTS

Best Performance: 1. J. Jarman (Austin 7), 305 marks. 2. P. C. Harper (Hillman Minx), 313 marks. 3. P. Elbra (Morris Minor), 352 marks. 4. J. Tucker Peake (Scarlet Runner), 380 marks.

B.R.M. ASSOCIATION A.G.M.

NOTICE is hereby given that the first A.G.M. of the B.R.M.A. will be held in the Great Hall, Caxton Hall, off Victoria Street, London, S.W.1, at 11.30 a.m. on Monday, 22nd October, 1951. (More News from the Clubs overleaf)

GOODHEW'S "GOSPORT"

Ford "Hot Rod" Fastest Sports Car

THE last of the Gosport A.C.'s sprints for 1951 was run on Sunday, 16th September, attracting an entry of 56, of which seven were non-starters. Despite a dry road and one of this season's rare fine days, times were very much slower than on previous occasions. Goodhew's P3 Alfa Romeo could not better 15.15 secs., which proved to be best time of the day.

With Phil Payne's American Ford "Hot Rod" among the sports car entries, it was not surprising that fastest sports time was recorded by this machine. W. Freed, with the only XK120 competing, recorded 17.8 secs. on his first run, but lost valuable time with wheelspin during his second run.

S. G. Greene, with his Le Mans Replica Frazer-Nash, had a total of six runs in both sports and racing classes, the best of his times being 17.18 secs. Geoff. Coles's M.G. J4 special rocketed off the line to record a class victory in 15.99 secs., while the Spa Saloon H.R.G. driven by Malan was more than a match for its class competition.

The 1,101 c.c./1,500 c.c. sports class produced the closest results, Leonard's Cooper-M.G. being beaten by .03 of a second by Potter-Moore's M.G.

PROVISIONAL RESULTS

Best Time of Day: J. Goodhew (2992 Alfa Romeo), 15.15 secs.

Best Sports Car: P. F. Payne (4,398 Ford "Hot Rod"), 15.92 secs.

Class Results:

Closed Cars up to 12 h.p.: 1. M. de M. Maan (H.R.G.), 21.04. 2. S. Chiles (Lancia), 24.2. 3. S. D. Silverthorn (Ford), 27.34.

Closed Cars over 12 h.p., up to 16 h.p.: 1. M. de M. Maan (H.R.G.), 20.78. 2. G. G. Baster (Frazer-Nash BMW), 21.99. 3. S. Chiles (Lancia), 24.0.

Closed Cars over 16 h.p.: 1. J. A. Shutler (Invicta), 19.67 (Fastest saloon). 2. B. Sutcliffe (Allard), 21.55. 3. H. Haskins (Ford), 23.12.

Sports Cars up to 1,100 c.c.: 1. S. K. Rolfe (Fiat), 20.44. 2. G. D. Adamson (Austin), 24.35. 3. A. H. Cossens (M.G.), 26.58.

Sports Cars, 1,101-1,500 c.c.: 1. M. Potter-Moore (M.G.), 19.46. 2. L. Leonard (Cooper-M.G.), 19.49. 3. F. Mornish (Frazer-Nash), 19.60.

Sports Cars, 1,501-2,500 c.c.: 1. F. C. Davis (M.G.), 17.24. 2. S. G. Greene (Frazer-Nash), 17.42. 3. D. W. Davis (M.G.), 18.19.

Sports Cars over 2,500 c.c.: 1. P. F. Payne (Ford "Hot Rod"), 15.92. 2. B. A. Chevell (Alvis), 16.95. 3. S. G. Greene (Frazer-Nash), 17.31.

Racing Cars up to 500 c.c. U/s: 1. D. Parker (J.B.S.), 15.98. 2. J. Coombs (J.B.S.), 16.32. 3. C. Tipper (Monaco), 16.58.

Racing Cars, 501-1,100 c.c.: 1. H. J. Goldschmidt (Kieft), 15.55. 2. R. M. Smith (M.G.), 16.18. 3. J. Palley (M.G.), 17.69.

Racing Cars, 1,101-2,000 c.c.: 1. G. V. Coles (M.G.), 15.99. 2. S. G. Greene (Frazer-Nash), 17.18. 3. J. Smith Bagatti, 17.24.

Racing Cars over 2,000 c.c.: 1. J. Goodhew (Alfa Romeo), 15.15. 2. A. S. Raven (Bagatti), 16.32. 3. B. A. Chevell (Alvis), 16.79.

"JAGUETTE" FASTEST AT GRAVESEND

Fewer Entries and Poorer Times Than at Last Meeting—Goodhew's Alfa Off-colour

AFTER receiving a total of 48 entries for their speed trials at Gravesend Airport last Saturday, the Maidstone and Mid-Kent M.C. were disappointed at the poor turn-out for the actual event there being many non-starters, particularly in the racing classes.

The surface of the track was rather loose, and times were generally slower than last year, no records being broken. J. Goodhew's "Monoposto" Alfa Romeo was unfortunately off-colour, and he had the additional misfortune to break up the gearbox on his 4½-litre Lagonda during the first practice run. Gordon Parker got his 2½-litre blown Jaguette off in splendid style, making B.T.D. in 1 min. 9.05 secs., 3 secs. faster than Goodhew's Alfa. V. J. Hern in the ever-lusty 1,100 c.c. Amilcar "Six" won both sports and racing classes for under 1,500 c.c. cars.

RESULTS

Best Time of Day: G. D. Parker (2,662 Jaguette S.), 1 min. 9.05 secs.

Fastest Supercharged Sports Car: F. C. Davis (1,435 M.G. S.), 1 min. 13.21 secs.

Fastest Sports Car: F. C. Davis (1,250 Cooper-M.G.), 1 min. 15.05 secs.

Classes up to 750 c.c. Sports: 1, M. R. B. Cannon (747 Cannon-Austin), 1 min. 31.55 secs. 2, F. R. Butler (747 Austin), 1 min. 41.80 secs.

Up to 1,300 c.c. Sports: 1, F. C. Davis (1,250 Cooper M.G.), 1 min. 15.05 secs. 2, S. K. Rolfe (1,090 Fiat), 1 min. 21.33 secs. 3, W. Coleman (1,292 M.G.), 1 min. 22.35 secs.

Up to 1,500 c.c. Sports: 1, V. J. Hern (1,087 Amilcar S.), 1 min. 14.3 secs. 2, W. P. U. Constable (1,435 M.G.), 1 min. 18.55 secs. 3, A. J. Jarvis (1,497 H.R.G.), 1 min. 22.30 secs.

Up to 2,500 c.c. Sports: 1, F. C. Davis (1,435 M.G. S.), 1 min. 13.21 secs. 2, G. H. Grace (2,443 Riley), 1 min. 20.21 secs. 3, D. A. Hely (2,443 Healey), 1 min. 20.39 secs.

Up to 4,500 c.c. Sports: 1, W. Freed (3,442 Jaguar), 1 min. 17.05 secs. 2, R. W. Cookson (3,485 Jaguar), 1 min. 18.13 secs. 3, R. P. Heatley (3,481 Lagonda), 1 min. 23.34 secs.

Unlimited Sports: 1, G. D. Parker (2,662 Jaguette S.), 1 min. 9.05 secs. 2, W. Freed (3,442 Jaguar), 1 min. 18.13 secs. 3, C. Deveraux (3,662 Alford), 1 min. 23.11 secs.

Up to 1,500 c.c. Saloons: 1, R. S. Marsh (1,485 Javelin), 1 min. 28.47 secs. 2, F. A. Dodd (1,087 Riley), 1 min. 40.51 secs.

Over 1,500 c.c. Saloons: 1, G. H. Grace (2,443 Riley), 1 min. 20.12 secs. 2, M. G. Mackey (2,660 Austin), 1 min. 25.74 secs. 3, J. P. Hilder (2,443 Riley), 1 min. 26.20 secs.

Racing Cars under 1,500 c.c.: 1, V. J. Hern (1,087 Amilcar S.), 1 min. 12.42 secs. 2, S. J. Smith (1,492 Bugatti S.), 1 min. 12.60 secs. 3, F. C. Davis (1,435 M.G. S.), 1 min. 13.00 secs.

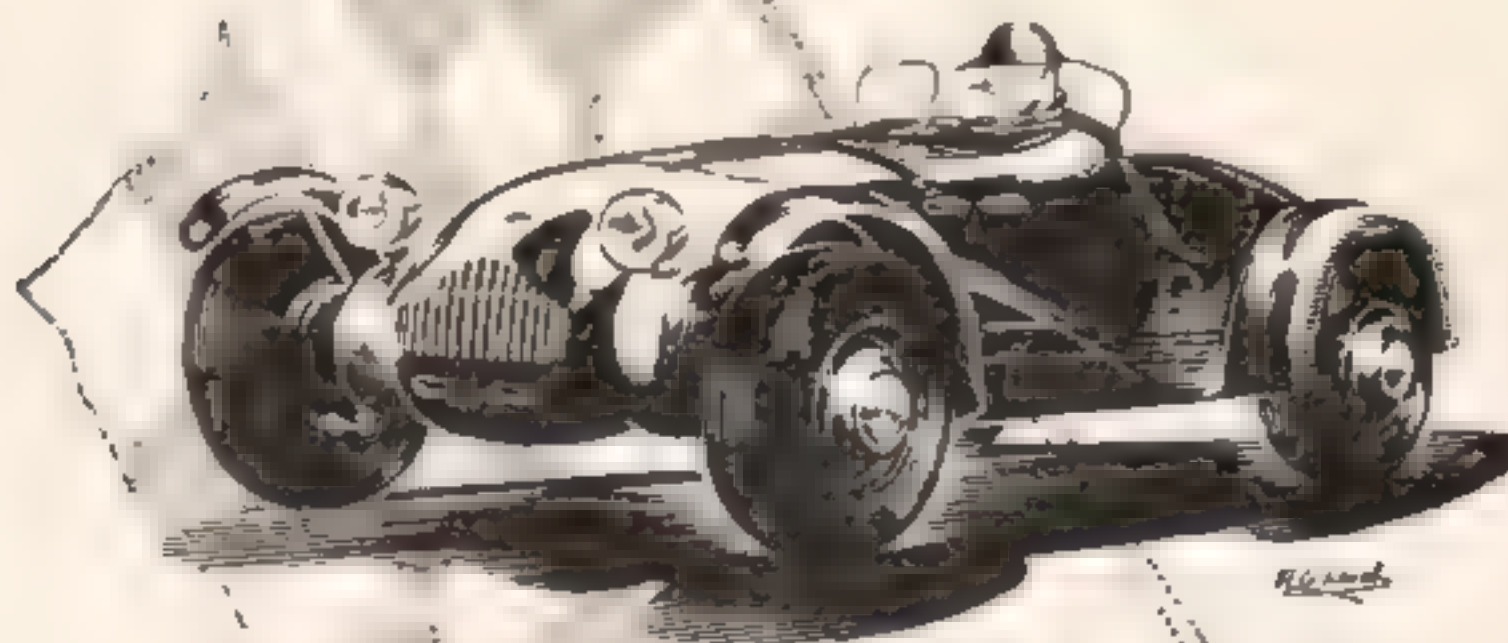
Racing Cars over 1,500 c.c.: 1, G. D. Parker (2,662 Jaguette S.), 1 min. 9.05 secs. 2, J. Goodhew (2,992 Alfa Romeo S.), 1 min. 12.33 secs. 3, R. Messenger (497 Iota), 1 min. 14.5 secs.

A 1927 HANOMAG

It appears that R. W. Shakspeare's 1927 Hanomag, driven at Redditch by W. Woolley, does not have a De Dion engine. The motor is of genuine Hanomag manufacture. (More News from the Clubs on page 415)



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1937 AUSTIN Ruby saloon, £185.—**Springbok Motors**, 141-143 Green Lanes, Palmers Green, London, N.13. BOWes Park 5740.

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M.G.

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1949 (SEPT.)

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MORGAN 4-4. Official spare parts stocking, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. Llanham 7733

MORGAN super-sports, reconditioned throughout. 998 c.c., air-cooled, converted four-wheeler. Exceptional performance. Offers near £200—Taylor, LeCoin, 31 Queens, Jersey

1938 4-4, reconditioned engine, excellent throughout £365—37 Fieldside Ely Cambs. £25

419 GUINEAS 1940 (April) MORGAN 4 4 2-seater 10 h.p., o.h.v. engine, black and chrome. 147 depts. George Clarke, Motors, 10 274 Acton High Street W.3. Acton 4541

COMPETITION CARS LIMITED.

M.G. SPARES. Racing Radiator, suitable "K," "L" or "P" type, complete with light alloy quick-release filler cap, vent pipe and temperature gauge with 8 ft. pipe, £8. Triple S.U. Manifold with three carburettors and control rods for "K" Magnette, "L" or "N" types, £12. Petrol Tank for Magna, £4.

AMILCAR SPARES. Gearboxes, Chassis Frame, Front Axle complete.

WOLSELEY HORNET SPARES. 1932-3 Cylinder Blocks, Gearbox, Engine Parts.

S.S.I. 20 H.P. CHASSIS FRAME. with steering gear and front axle, £20. Engine less cylinder head, will dispose of parts. 20 h.p. Gearbox complete with remote control, £12. Brand new Radiator, £12. Radiator Cowl, 1935, £3.

SCINTILLA HORIZONTAL RACING MAGNETOS. 4-Cyl., £5 each.

FAMOUS STRAIGHT EIGHT TWIN O.H.C. LEYLAND-THOMAS 1½ LITRE RACING ENGINE. Fitted eight Solex carburettors. Beautifully made and practically unused, this engine would be very formidable in a modern light chassis. Cost hundreds of pounds to produce. Offered at £75 with special engine stand

RILEY NINE SPARES Cylinder Block.

FRAZER-NASH SPARES Steering Column and Box, £3 10s. 12 h.p. Anzani Camshaft, £2 10s.

THE OLD MALTINGS, NAYLAND, COLCHESTER. TEL: NAYLAND 334

RACING CARS

BOB GERARD CARS, Abbey Lane, Leicester. Phones 61511, 234, are the Distributors for the Midlands for the Cooper Racing and Sports cars

EXBIRA 1½ litre MASERATI single-seater. Many first class wins and has trained in new condition throughout. Many spares. Speed approximately 160 m.p.h. Price £1400. Can be seen racing Goodwood 29th September next. Full particulars, photograph, etc.—Write Boyce, c/o Wells Engineering Co., 82 Jeffreys Road, London, S.W.4 Macaulay 5038

1951 COOPER Mk. 5 for sale.—See Siskley Motors advert, Col. 1, Page 414

1950 400 c.c. COOPER racing car, fitted Beart-tuned 400 J.A.P. motor, ready for immediate racing. £425—S. Parsons, Elm High Road Wisbech 592

1950 MARK IV

COOPER RACING CAR.

Fitted with modified steering, two 500 c.c. J.A.P. engines, complete with spares and reasonable amount of spares

Price £695 or nearest.

REG FARNELL,

Highfield Garage (Derby), Ltd.,

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RILEY

MAYFAIR GARAGES LTD. April 1945 9 h.p. 1200 cc sports 2-seater, pale blue with blue leather, completely overhauled at a cost of £200 and now at run in, probably the smartest and most mechanically perfect 1200 in the country, three months guarantee. £450. MAYFAIR GARAGES LTD., Blandford Street (opp Selfridges clock) Mayfair W.1. Mayfair 3884

RILEY 9 1939 4-door saloon, used, new battery. 1000 cc. £75 o.n.o.—Musford, Borough Green 49

ROLLS-ROYCE

ROLLS-ROYCE 21.6 h.p. 1934 chassis complete engine dismantled, make excellent rebuild £10 tax. £11. Phone Keddington 1228, business hours or write Box 491

SPECIALS

MORRIS-ENGINEED trial special 850 c.c. coach, perf., numerous spares. £120.—City 4546.

SALE.—Fast BUGATTI Special 2-litre Alfa Romeo engine, new covers, rewired. 1195 cc. offer. Also three unused 450 cc. 2-litre 124 cc. 850 cc. 950 cc. 1100 cc. 1200 cc. 1300 cc. 1400 cc. 1500 cc. 1600 cc. 1700 cc. 1800 cc. 1900 cc. 2000 cc. 2100 cc. 2200 cc. 2300 cc. 2400 cc. 2500 cc. 2600 cc. 2700 cc. 2800 cc. 2900 cc. 3000 cc. 3100 cc. 3200 cc. 3300 cc. 3400 cc. 3500 cc. 3600 cc. 3700 cc. 3800 cc. 3900 cc. 4000 cc. 4100 cc. 4200 cc. 4300 cc. 4400 cc. 4500 cc. 4600 cc. 4700 cc. 4800 cc. 4900 cc. 5000 cc. 5100 cc. 5200 cc. 5300 cc. 5400 cc. 5500 cc. 5600 cc. 5700 cc. 5800 cc. 5900 cc. 6000 cc. 6100 cc. 6200 cc. 6300 cc. 6400 cc. 6500 cc. 6600 cc. 6700 cc. 6800 cc. 6900 cc. 7000 cc. 7100 cc. 7200 cc. 7300 cc. 7400 cc. 7500 cc. 7600 cc. 7700 cc. 7800 cc. 7900 cc. 8000 cc. 8100 cc. 8200 cc. 8300 cc. 8400 cc. 8500 cc. 8600 cc. 8700 cc. 8800 cc. 8900 cc. 9000 cc. 9100 cc. 9200 cc. 9300 cc. 9400 cc. 9500 cc. 9600 cc. 9700 cc. 9800 cc. 9900 cc. 10000 cc. 10100 cc. 10200 cc. 10300 cc. 10400 cc. 10500 cc. 10600 cc. 10700 cc. 10800 cc. 10900 cc. 11000 cc. 11100 cc. 11200 cc. 11300 cc. 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SALTLEY MOTORS (Birmingham)

(C. D. HEADLAND)

1951 COOPER MK 5

This car has been exceptionally well maintained and was stripped during last week, new rear suspension fitted. Complete with many modifications, new tail bonnet and many spares, additional tankage (12 galls.) J.A.P. and Norton engine bearers, Norton gearbox. The road-holding and cornering abilities of this car are superb. £425. Phone evenings, Shirley 3091. We pride ourselves on having the best selection of good reliable used cars in the Midlands, plenty of small H.P. saloons in stock at the right prices.

MORRIS 8 saloons. Choice of three 1937s, two 1938s and two 1939 saloons all in first class condition from £225 to £425.

MORRIS 10s choice of two 1939 saloons, both exceptionally clean. £375

AUSTIN 7 Ruby saloon, 1937, reliable little car, good tyres. £175

AUSTIN 8 1940, reconditioned, resprayed, in tip top condition throughout. £385

AUSTIN 10 1940 saloon, resprayed and reconditioned as new. Offered with every confidence. £425

AUSTIN 12 1937, good sound car ready for hard work, resprayed black. £350

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HILLMAN 1941, reconditioned and sprayed black, red hide inside. A real genuine car. £445

HILLMAN 10s, choice of three 1937-39s from £285 to £375

FORD 8 1937, popular, very clean little car. £225

FORD 10 1938, choice of two. £300

FORD 8s 1939, two of these grand little cars in first class condition offered as new. £365

MORRIS 10 1947, black with brown hide, small mileage. £675

AUSTIN 8 1946, reconditioned black with brown hide. £575

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STUDEBAKER 1937-38 President 30 h.p., reconditioned, offered to clear at £300

WOLSELEY 1938, 18 h.p., good reliable car. £300

TRIALS SPECIAL

built this year and never been used in trials, mileage only 200, Ford 10 engine on Austin chassis, this car was built during last winter by trials expert for C. D. Headland who has now decided not to compete in this class of the sport. £350

All the above offered on terms or exchanges.

33 High Street, Birmingham, 8

Phone EAST 0402

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OVERTON SPECIAL 1

1131 c.c. short-wheelbase. Ideal for Trials and Races.

Awards Winner last season

4-speed box, alloy body, five very good tyres 'Easy-Clean' Wheels, h.c. head, outside exhaust (lasted end of year)

In trials trim and ready to enter now

Whole car of 1937 vintage, but built as Trials Special 1940

Only requirement—a good driver

First offer of £85 secures.

OVERTON MOTORS LTD.,

Chesham 234.

1939 MORRIS 10 4

This car is now being stripped for spares. Absolutely new complete engine and gearbox with all accessories, front axle assembly, bonnet, doors, windscreen, seats, windows, wings, etc. Let us have your requirements for this modern car

DELAJE D 8 45 Engine No. 17 for sale First offer of £10 secures

TRAILER, 2-wheeler very large as new, with new tyres. Ideal for convenience of broken-down Trials Specials, but more suitable for hay-making. Your offer please

M.G. PA 11 in. axle assembly, new shock and drum and clutch bell housing. £4 10/6

OVERTON MOTORS LTD.,

Chesham 234.

ELITE MOTORS offer

1934 5 WOLSELEY Humber Special 4-seater, 20 h.p., 1200 cc. 1935 1000 cc. £275.

1939 HILLMAN Major 4-seater, 4-seater lighter, 1000 cc. in black, owned by me, mainly since new. £425.

1936 FORD 8 4-door door, 1000 cc. 1000 cc. car. £245.

Part exchanges. Cars for Motor-cycles and vice versa. Hire purchase. Immediate delivery. Good used cars purchased for cash.

ELITE MOTORS (Toolhmk Ltd.,

Established quarter century

951-961 Garratt Lane, Tooling, S.W.17

Phones: BAlham 2474 (4 lines)

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Hours of business 9 a.m. to 7 p.m. (Mon to Sat) (Wed. 1 p.m.)

Gordon Parker's

JAGUETTE

For Sale.

Holder of Many Records

1938

Winner of 17 Awards This Season

NEAREST OFFER to £150 secures.

As entered at Ramsgate tomorrow, and with 1938 Racing and Sports Equipment

GORDON PARKER,

Shorne Mead, Pear Tree Lane, Shorne, Gravesend, Kent.

Tel. Shorne 305

MERCURY OFFER

1935 S.S. 90 2-seater in very good condition, fitted with telecontrols, aeroscreens, tonneau cover etc., very fast, £275

1935 P-TYPE M.G. 2-seater, nice smart car, £265

1935 AUSTIN 10 open 4-seater, excellent order, £195

1934 AUSTIN 7 Nippy 2-seater, nice vehicle, new head and screens, £175

1934 ALVIS SPEED 20 4-door saloon, good runner, 1400 cc. £145

1934 BRITISH SALMON 12 h.p. saloon, twin-belt, good runner and 1400 cc. 1400 cc. £135

1935 S.S. 4-seater saloon, smart car, 1400 cc. £145

Also a selection of twelve M.G.s from which to choose

Terms or exchanges with pleasure.

MERCURY MOTORS,

383 Northolt Road, S. Harrow.

Byline 2057.

ACLAND & TAYLOR, LTD.,

offer

1938 JAGUAR 34-hp saloon, black, beige leather, complete overhaul 1951 costing £185, exceptional order. £650

1934 ROVER 14 h.p. sports 4-light saloon, black, very good condition. £365

1937/8 RILEY 11-hp Kestrel saloon, black, good tyres, excellent condition. £550.

Apply

ACLAND & TAYLOR, LTD.,

Weymouth 481

ENGINES

TWO J.A.P. ENGINES, one four-stud, other five-stud. New condition throughout. Hairpin springs etc., and all spares too numerous to mention. £100 the lot - Box 492

TWO J.A.P. 500 Engines, 4-stud and dry sump. Both fitted alloy barrels. Excellent condition. Complete with spare sprockets. £115 the two. Burman gearbox available—Moss Hall, Twicken Orchard, Northbourne, Pulborough

MISCELLANEOUS

BEVERLEY MOTORS (N. H. Mans, Proprietor) now take special crashwork designs primarily on A & R motor-cycles but also any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone Malden 4404

DUNLOPILLO CUSHIONS—Important Notice! It is regretted that no orders can be dealt with during October. Any order received then will be held over to November when goods stock will be available at usual prices. Twicken Orchard, P. L. Mans

FORD 8 25 x 21 Goodyear (the former) 4 x 16 x 16 Richards and Brown 2 Rogers Road, Bromley, Kent. Phone Bayswater 649

QUICK FIT JACKS and Trainers made for 500 c.c. to 1000 c.c. also gas and arc welding, dressing, turning and caps in work. Fin Park, 1a S. George Road, S.W.1. Battersea 7327

REVOLUTION INDICATORS, positive-dry type 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained electrically driven. Mark IVB with positive lead readings from 0-10,000 & new conception of accuracy and reliability 110s., delivery 2s. 6d. each.—Teddington Engineering Co., Ltd., 29-31 High Street, Teddington, Middlesex. Kin 1193-4

SMOKING BADLY? Won't Pull? It needs Cord Pison rings. We sell and recommend them. Obtainable from Macey and Smith of 17 Farning Road, West Croydon. Phone Thornton Heath 4563

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News from the Clubs—continued**NORTHERN ALVIS MAIN ROAD TRIAL**

THE Alvis O.C. (Northern) Main Road Trial starting from Whalley, Lancs., on 16th September, proved to be a very popular event. The event was restricted to Alvis, Bentley and Lagonda cars, and was run over a course of some 60 miles, during which there were secret and announced checks and three special tests. The finish was at Sirk House Hotel, Gisburn where some 70 enthusiasts spent a pleasant social evening. The event was won by H. N. Mettrick (Bentley), with N. D. Routledge (Alvis) second and G. S. Sanders (Lagonda) third.

THE HEATHER RALLY

THE three-day "Heather Rally" of the Scottish Sporting C.C., last week-end, covered 365 miles of roads and included 14 control checks and five tests. The entry was not quite as good as expected, with only 18 starters, but there were several newcomers, amongst them the Hon. Master of Napier—youngest competitor and driving a vintage A.C. which was the oldest car in the rally.

Saturday's schedule covered 180 miles, which included two tests and five control checks. Up from the South in a Vanguard, G. L. Pattinson and his wife were agreed that "Heather Rally" was the proper name for the event. In a route that took in Trossachs, Crianlarich, Lockair and Barranrioch to finish at Oban, they saw more heather-clad moorland than they had for a long time.

First test and check were in the grounds of the old Callander Hydro on a nice greasy stretch of disused road. No one lost marks in the forward and reverse section of Test 1 but the "pull-up and stop-dead" took a fair toll.

Test 2, held on the steep hill from Loch Kell, required cars to get away from a standstill without tolling back. Pat Melville waving the white hankie after M. R. Chassels had placed the match boxes under rear wheels. Seven rear wheels out of 18 crushed the boxes, but J. N. Marshall (M.G.) and J. McL. Kempshall (M.G.) were away in under five seconds without mishap.

There were only 52 miles of motoring on Sunday but it involved two particularly crafty tests and some roads set in beautiful surroundings but with shocking surfaces.

Test No. 3 involved a variety of forward and reverse motions round a particularly small triangle whose apexes were lined off so that at the conclusion of the various evolutions, one's car had to be exactly astride the lines. Officials, not by desire, were very close to the cars and had to nip sharply out of the way when drivers grew over-enthusiastic. P. Home's B.S.A. made Jimmy Millar hop up on to a nearby pile of telegraph poles as it piled up penalties and J. R. Stewart's Riley, having brake trouble, was also among the impingers of instructions.

Monday's rallying consisted of 132 miles of road, five control checks and a regularity test. Some of the roads were

good but a section at Amulree was particularly wicked. J. N. Marshall (M.G.) had a slight "prang" with a road bank but got his wings back in good order at the scrutiny and Ian Hopper found no one to penalize.

At Gask aerodrome the regularity circuit consisted of a stretch of straight and a triangle tacked on. One lap for practice and three for regularity was the drill, with penalties for the variances in lapping times. The best performance for regularity was returned by J. A. W. Robson (M.G. VA). Fastest time came from Denham-Cookes's Jaguar and slowest from Iain Orr's Hillman coupé.

The Heather Rally concluded at Stirling in bright sunshine, a welcome wind-up to a sporting event greatly enjoyed by all the competitors.

RESULTS

Premier Award (Best Performance by a team of three cars): 1, G. P. J. Denham-Cookes (Jaguar); 2, J. N. Marshall (M.G.); 3, N. Y. Lithgow (Ford).

Class Awards

Open Cars up to 1,500 c.c.: J. N. Marshall (M.G.).

Closed Cars up to 1,500 c.c.: N. Y. Lithgow (Ford).

Open Cars over 1,500 c.c.: G. P. J. Denham-Cookes (Jaguar).

Closed Cars over 1,500 c.c.: J. L. Pattinson (Vanguard).

Peterborough M.C. Silverstone Meeting—continued.**RESULTS**

500 c.c. Race, Heat 1 (5 laps): 1, C. D. Headland (Cooper-Norton), 9 mins. 17.4 secs. 2, L. Leston (J.B.S.). 3, W. Webb (Cooper).

Heat 2: 1, E. Brandon (Cooper-Norton), 9 mins. 5 secs. 2, D. Parker (J.B.S.). 3, J. D. Habin (J.B.S.).

Final (10 laps): 1, E. Brandon (Cooper-Norton), 17 mins. 53.8 secs. 2, C. D. Headland (Cooper). 3, L. Leston (J.B.S.).

Up to 1,500 c.c. (5 laps): 1, K. H. Downing (Connaught), 9 mins. 42.4 secs. 2, C. M. Sears (Frazer-Nash). 3, Mrs. R. B. Gibbs (H.R.G.).

Vintage Cars (5 laps): 1, D. J. R. Chapman (4,398 Bentley), 9 mins. 43.4 secs. 2, Hon. E. G. Greenall (2,276 Bugatti S.). 3, C. A. Hartridge (6,597 Bentley).

Sports Cars 1,501-2,000 c.c.; 2,001-2,500 c.c., over 2,501 c.c.: 1, G. M. Crozier (7,892 Bentley), 9 mins. 24 secs. 2, R. C. Symondson (3,257 Bugatti). 3, Mrs. P. Binns (3,442 Jaguar).

5-lap Mixed Handicap: 1, K. H. Downing (1,485 Connaught), 40 secs. H/cap. 9 mins. 25.4 secs. 2, J. A. Williamson (4,398 Bentley), 55 secs. 3, D. J. R. Chapman (4,398 Bentley), 40 secs.

5-lap Mixed Handicap: 1, D. S. Shale (1,200 Austin), 1 min. H/cap. 13 mins. 31 secs. 2, N. Powell (7,020 Mercedes-Benz S.), scr. 3, M. Vaughan (2,121 Delage), 2 mins.

M.G. Handicap (5 laps): 1, K. Hartridge (1,292 M.G. S.), 55 secs. H/cap. 2, H. C. Bradford (1,250 M.G.). 3, G. H. Symonds (1,087 M.G. S.).

News from the Clubs

—continued from page 410

"TWO RIDINGS" NIGHT TRIAL

The Scarborough and District Motor Club Ltd., are again holding their invitation "Two Ridings" Night Trial, on the night of Saturday, 6th-7th October, and Regulations are now available.

When held last year, the road sections were sufficiently severe to sort out the winners, although no "colonial" sections were involved. This year the event includes some driving tests at the finish, but as marks for these are awarded at a much lower rate than for the road section, it is most unlikely that anyone establishing a clear lead on the latter will be displaced.

The route converges from four separate starting points, after about 50 miles of easy going at the combined control somewhere in the Cleveland Hills (at about midnight for most competitors). There will be a break of about one hour here for a campfire supper. From this last outpost, competitors will be despatched at half-minute intervals upon the mountain route of about 150 miles, terminating at Scarborough with breakfast at 8 a.m. on Sunday. Whilst competitors are thus engaged, the organizers will be working out the results on the road section. Competitors will then proceed to the Driving Tests to determine the ultimate winner.

The event is open to members of the Scarborough and District M.C., Middlesbrough and District M.C., Eboracum M.C., Beverley M.C., Pickering and District M.C. and Hull A.C. Earliest starter will not leave before 8 p.m. on Saturday night.

MORGAN 4/4 DRIVING TESTS

A DRIVING Test meeting at Queensford aerodrome, Dorchester-on-Thames, will be held on Sunday, 7th October, by the Morgan 4/4 Club. Members should arrive at Broad Street, Oxford, between 2.15 and 2.45 p.m., and on receipt of "sealed orders" will proceed to the Tests at Queensford.

DKW OWNERS' CLUB

A CLUB for DKW owners is being formed and an inaugural meeting has been arranged for Sunday, 14th October. This will take the form of a rendezvous at the Chequers Hotel, Whipsnade (near the Zoo), between midday and 12.45 p.m., followed by picnic lunch, a few "events" in the afternoon and return to the "Chequers" at 5 p.m. for tea (2s.). After tea, a general discussion will take place on the aims and objects of the club, frequency of meetings, subscriptions, etc.

All DKW owners will be welcome and should contact Mr. Middleton or Mrs. Hastings on arrival. Inquiries meantime to Mrs. Hastings, 27 Copley Park, S.W.16, or by telephone after 6.30 p.m. to Mr. Middleton at Reliance 3811.

COMING ATTRACTIONS

September 28th/29th. East Anglian M.C. Clacton Rally. Starting points: London, Manchester, Darlington, Cheltenham.

September 29th. B.A.R.C. Goodwood International Race Meeting. Start 2 p.m.

Cheltenham M.C. Trial, Cotswolds. Sporting Owners' D.C. Night Trial, N. Devon.

Scottish S.C.C. Bo'ness Hill-climb, Kinneil (closed).

Ulster A.C. Hill-climb, Knockagh (closed).

Leics A.C. Bowmaker Trophy. Night Trial to Somerset. Start 12 midnight, Leicester East Aerodrome, Stoughton.

M.G.C.C. (Southern Ireland) Trial.

September 29th/30th. Lancs and Cheshire C.C. Lakeland Rally. Starting points: Birmingham, Leeds, Llandudno, London and Manchester.

September 30th. G.P. of Czechoslovakia (F.2) Brno Circuit.

Bentley Drivers' Club Hill-climb, Fittle, near Lewes, Sussex.

N.L.E.C.C. and Herts County A. and A.C. Undercliff Speed Trials, Ramsgate Promenade. Start 10 a.m.

Ithley D.M.C. Night Trial, Otley.

Aston Martin O.C. (S.W. and W. Midlands) Rally and Driving Tests, Charing Down, Swainswick, near Bath. Start 11.30 a.m.

Welsh Counties C.C. Rally.

Limerick Hill-climb (car and motor-cycle), Eire.

Singer O.C. Main Road Trial and Driving Tests. Start 10 a.m.

"King's Arms Hotel", Amersham, Bucks.

October 4th. Jersey M.C. and L.C.C. Car Standing Sprints.

October 4th/14th. 38th Paris Salon.

EVENING IN CORNWALL

THE North Cornwall M.C.'s Evening Autumn Trial was held on Thursday, 13th September, on the kind of day dreamed of by the clerk of the course: a very wet morning clearing to a fine evening. The first section, Sydenham, did not cause much trouble, and Marystow, which followed, was rough but fairly easy. Next came Ashelton I and II, which created havoc among the car competitors. Guttridge boiled his A.F.S. dry and stopped when the thermometer had completed its second lap; Sid Broad's special lost its urge and retired, and Bill Rogers in his V-8-engined "Jezebel" stopped amid clouds of steam. The final hill, Park Impossible, stopped every car except Ron Lake's Ford Special which, aided by mighty bouncing, was kept moving to the top.

RESULTS

Club Cup: R. Lake (Ford 10 Special).

1st Class Award: W. A. Cleave (Morris Special).

LAKELAND 300 RALLY

THIS week-end sees another Lancashire and Cheshire Car Club Rally, the Lakeland 300. To be run through the mountains and moorlands of North Wales, this event already has an entry of around 120 and lists did not close until yesterday.

Tomorrow competitors from five starting controls at Birmingham, Leeds, Llandudno, London and Manchester, will proceed at an average speed of 30 m.p.h. to Ruabon, by the Welsh border, from whence a devious route of 140 miles, at 28 m.p.h., should land them at Llandudno around 6 p.m. On Sunday, the morning will be devoted to a road section of some 80 miles, while in the afternoon elimination tests are planned on the West Shore, Llandudno. Saturday also has its quota of tests with a timed climb of Alt-y-Bady, a braking test down Bwlch-y-Groes, a secret test en route and an arrival test at Llandudno.

Classes include open and closed cars separated into three groups: up to 1,000 c.c., up to 1,500 c.c. and over 1,500 c.c. A seventh class covers specials and supercharged cars. The under 1,000 c.c. class is a new innovation planned for the owner of the small family motor who would otherwise deem it not worth his while to pit his limited power against the big boys. There are so far 10 entries in this class.

Last year's winner, Kingston-Whittaker, will be defending his title, as will class winner R. Walshaw. Competition will be keen as other entrants include Mrs. Appleyard, Miss Newton, J. B. Wallwork, D. Flather, J. Reece and this year's Circuit of Ireland Trial winner, R. A. Hopkinson.

CLUB FIXTURES

Hants and Berks M.C.—Film Show, 28th September, Arborfield, Berks. 8.30 p.m.

Aston Martin O.C.—"Last Friday" meeting, 28th September, "Whyte Harte Hotel", Bletchingley, Surrey, 7.30 p.m.

Mid-Surrey A.C.—Meeting, 28th September, "Queen Adelaide Hotel", Ewell, Surrey, 8 p.m.

Bentley Drivers' Club.—Noggin and Natter, 29th September, "Red Lion Hotel", Petersfield, Hants (after Goodwood).

Singer O.C. (Northern).—Meeting, 30th September, "Church Hotel", Edale, 5 p.m.

Bentley Owners' Club.—Avon cruise on yacht "Nimrod", 30th September. Meet, "Bell Hotel", Tewkesbury, Glos. 12 noon.

Leeds Univ. U.M.C.—Membership Enrolment Days, 1st, 2nd and 3rd October.

Cemias M.C.—Club Night, 4th October, Lotus Restaurant, Norris Street, S.W.1. 9 p.m.

Vintage S.C.C.—"First Thursday" meeting, 4th October, "Phoenix Hotel", Hartley Wintney, Hants.

Leics C.C.—Grand Flannel Dance, 5th October, Kirby Muxloe Community Centre.

Harrow C.C.—Social Run, 7th October.

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THE KIEFT

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Photograph by
Guy Griffiths

The Man

Stirling Moss would be famous even if he had never won a race in Formulas I & II. For he is one of the leaders in that happy band of enterprising enthusiasts who have put Great Britain bang on top in the 500 c.c. class. Indeed, these little four-wheeled bullets—weighing around 550 lbs—seem to suit his adventurous yet controlled racing technique. A vivid example of this was given in the Goodwood International Trophy Race, in which he drove his new Kieft to victory on its very first appearance; at Silverstone G.P. Meeting he led all the way and now holds the lap record—the only 500 c.c. car to lap under two minutes!

The Car

The new Norton-powered Kieft has many novel features. Ray Martin's design initially is aimed at achieving maximum stability. The forward positioning of the cockpit is used to balance the combined mass of the engine and gearbox. The chassis frame consists of carefully stressed unit-fabricated mild steel tubes—and an interesting feature, borrowed from aircraft construction, is the 'torque-box', designed to provide as much resistance to torsional stresses as to vertical loads. Judging by its performance to date, when the new Kieft goes into production some strong competition will be injected into Formula III meetings!

The Oil

Stirling Moss races on Vigzol Motor Oil. He finds free-flowing Vigzol—with its immense film strength—unrivalled for standing up to the terrific stresses of racing car performance. Vigzol protects his engine throughout the most gruelling race, and enables him, when necessary, to step up the revs with safety towards the finish. Having this vital margin in hand gives him a big advantage. Thus, by relying on Vigzol for your car, you get better performance, longer engine life, easier starting, and more miles per gallon.



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